

Avian Protection Plan

It shall be a firm policy that all District personnel observe and comply with all applicable Federal laws regarding avian protection. Concepts outlined in this Avian Protection Plan (APP) are to be incorporated into District operations.

A handwritten signature in blue ink, appearing to read "Doug Nass", is written over a horizontal line.

Doug Nass
General Manager

Dated:

Contents

1.0 SCOPE	3
2.0 PROMULGATION	3
3.0 DISTRICT CHARACTERISTICS.....	3
3.1 Impacted Species in Service Area	3
3.2 Specific Observations in Service area	4
4.0 PRINCIPLES	4
4.1 District Policy.....	4
4.2 Training	4
4.3 Compliance	5
4.4 Construction Design Standards.....	5
4.5 Avian Reporting System	5
4.6 Risk Assessment Methodology	5
4.7 Mortality Reduction Measures	6
4.8 Avian Enhancement Options.....	6
4.9 Quality Control.....	6
4.10 Key Resources	6
5.0 JUSTIFICATION AND PURPOSE	7
5.1 Federal Bird Protection Laws	7
5.2 Other	7
6.0 BIOLOGICAL PERSPECTIVE.....	7
6.1 Raptor Perching	8
6.2 Power Line Electrocutions	8
6.3 Collisions	9
7.0 DISTRICT RESPONSIBILITIES.....	9
8.0 Avian (Raptor)-Safe Designs and Modifications	10
9.0 Key Resources	21
10.0 References	22

1.0 SCOPE

The CCPUD Avian Protection Plan documents the methods by which the utility seeks to balance the requirement to comply with local, state, and federal regulation for the protection of birds with our mission “To provide reliable, efficient, safe, and low cost utility services in a financially and environmentally responsible manner.” The goal is to reduce mortalities of migratory birds while enhancing power reliability.

2.0 PROMULGATION

The District has formally adopted this Avian Protection Plan (APP) and educated District staff regarding new policies, procedures and standards that come with the APP.

3.0 DISTRICT CHARACTERISTICS

3.1 Impacted Species in Service Area

The Following Species are known to have had negative interaction with the Districts electrical system:

- Eagles (typically Bald Eagle, but some golden)
- Hawks
- Peregrine Falcon
- Swans (Trumpeter)
- Great Blue Heron
- Crows
- Gulls

The State of Washington publishes a list of Priority Bird Species. Those on the State list that range within the District’s service territory and are known to have interacted with power lines include:

- Great Blue Heron
- Northern Goshawk
- Golden Eagle
- Bald Eagle
- Peregrine Falcon

3.2 Specific Observations in Service area

- Large raptors tend to perch at the highest point on poles. Most of these fatalities are caused by electrocution and not collision.
- Certain areas tend to attract gulls and eagles, particularly:
 - Olympic Game Farm
 - Neah Bay, Sekiu, LaPush, and other areas where there is heavy fishing
- Trumpeter swans and other large birds tend to like ponds, as well as areas where there are certain crops. Since farms rotate which crops are in which fields on a regular basis, their favorite areas can change seasonally and over the course of several years.
- Trumpeter swans usually have injuries or fatalities resulting from a collision with smaller conductor that is more difficult for them to see.
- Crows, gulls and swans are usually attracted to fields where the soil has been recently plowed or composted, as there is generally a large amount of insects and worms available when the soil is turned over.
- Generally, eagle nesting sites are within one half mile of rivers, creeks and oceans.

4.0 PRINCIPLES

4.1 District Policy

The District is committed to conducting business activities that have a minimal adverse impact on the environment which includes protection of avian species. Through regulatory compliance under the Migratory Bird Treaty Act (MBTA), as well as the Bald and Golden Eagle Protection Act, the District will benefit through reliability improvements, cost savings and positive public awareness.

4.2 Training

All appropriate District personnel have been properly trained in avian issues to include reporting an avian mortality, disposal of carcasses, compliance with applicable regulations, including the consequences of non-compliance. Supplemental training will be included where there are material changes in regulations, permit conditions, or internal policies or new employees.

4.3 Compliance

The District obtains and complies with all necessary permits related to avian issues. Particular attention is given to specific activities that require Special Purpose Permits such as temporary possession and reporting.

4.4 Construction Design Standards

Avian contact with facilities shall be considered in the design and installation of new facilities, as well as the operation and maintenance of existing facilities. For those reasons, inclusion of accepted construction standards for both new and retrofit techniques are included in this APP. These standards shall be used in areas where new construction should be bird-friendly, as well as where existing infrastructure needs to be retrofitted to provide avian safety. Particular design standards relative to avian protection can be found in this document.

Line trucks are stocked with materials that can be used to make poles safer for avians when the lineman responds and finds an avian fatality. In some cases, the line will be rebuilt during business hours once an assessment is made of the situation.

4.5 Avian Reporting System

CCPUD is enrolled in the voluntary, online Bird Fatality Reporting System designed for utility companies only and monitored by USFWS. Collecting information about the locations and circumstances under which birds are injured or killed on power equipment serves the primary purpose of determining how to prevent future bird interactions. A Migratory Bird Nest/Mortality Report will be completed for each occurrence. In addition, outages caused by avian will be tracked in our outage reporting system and in our GIS system. Tracking the history of problematic areas will help determine the necessary remedial actions to be taken. In addition, avian injuries and fatalities can be tracked in our GIS System.

4.6 Risk Assessment Methodology

When prevalent, a method to reduce risks posed to migratory birds will be developed based on the areas of concern at any given time. Efforts will focus on a cost-effective manner to address particular areas with high avian use, avian mortality, established flyways, adjacent wetlands, prey

populations, perch availability, effectiveness of existing procedures, remedial actions and other factors that can increase avian interactions with utility facilities.

CCPUD meets on occasion with the Washington Department of Fish and Wildlife Biologist to identify locations of concern for possible negative interaction with electric facilities.

4.7 Mortality Reduction Measures

As a result of risk assessments and outage tracking, the District will implement measures where appropriate in accordance with the assessment to reduce bird mortality. Retrofit efforts will be scheduled and special attention to bird issues will be focused on where new construction is being done in areas identified as high risk.

Current construction standards are in Section 8.0 of this document. New standards will be established as needed.

4.8 Avian Enhancement Options

Proactive development of methods to protect migratory birds by employee suggestions is encouraged. The District will work with other agencies or organizations as it sees necessary to manage developed habitats in the path of PUD facilities. Exploration of different techniques and technologies will be welcome.

4.9 Quality Control

Existing practices will be reviewed on an ongoing basis to ensure quality control.

4.10 Key Resources

Internal personnel and outside resources shall be utilized when decisions concerning avian protection need to be made.

5.0 JUSTIFICATION AND PURPOSE

5.1 Federal Bird Protection Laws

Most birds killed by contacting power lines are protected by the Migratory Bird Treaty Act. Golden and bald eagles killed by power line interactions are further protected under the Bald and Golden Eagle Protection Act and bald eagles are protected by the Endangered Species Act. The US Fish and Wildlife Service (USF&WS) enforces these federal laws. Violations of these laws, including the results of “accidents”, can and have resulted in fines of \$5,000-\$250,000 and 6-24 month prison sentences per violation.

There are only a few species of birds that are NOT protected by law. Generally speaking, the MBTA protects all birds native to North America, and excludes house (English) sparrows, European starlings, rock doves (feral pigeons), monk parakeets, any other species published in the Federal Register, and non-migratory upland game birds. The list of migratory bird species protected under the MBTA appears in Title 50 of the Code of Federal Regulations part 10.13 (50 CFR 10.13).

5.2 Other

Besides federal regulations, following an avian protection plan can reduce outages, provide positive environmental stewardship and improve public relations.

6.0 BIOLOGICAL PERSPECTIVE

Bird electrocutions on power lines result from three interacting elements: biology, environment, and engineering. The biological and environmental components that influence electrocution risk include body size, habitat, prey, behavior, age, season, and weather.

Body size is one of the most important characteristics that make certain species susceptible to electrocution. Outstretched wings or other body parts that span the distance between energized conductors make electrocution risk much greater for large birds’ however, small birds can be electrocuted on closely spaced energized equipment such as transformers.

Habitat is a key factor influencing avian use of poles. In open areas lacking natural perches, power poles provide sites for hunting, feeding, resting, roosting, or nesting.

Habitats with abundant prey may also attract predatory birds.

Configurations with closely spaced energized phase conductors and grounded wires are more readily bridged by birds, causing electrocutions.

6.1 Raptor Perching

Raptors are opportunistic and may use power poles for a number of purposes, such as nest sites, high points from which to defend territories, and perches from which to hunt. “Still hunting” from a perch is energy efficient for a bird, provided that good prey habitat is within view of the perch. Some structures are preferred by birds because they provide considerable elevation above the surrounding terrain, thereby offering a wide field of view. The tops of transformers provide feeding platforms after raptors have captured prey. Identification and modification of these “preferred” structures may greatly reduce the electrocution risk on an entire line. However, in areas where lines run through homogeneous terrain, there is no apparent advantage of some poles over others. Favored perches can be identified by examining cross arms and the ground beneath them for whitewash (feces accumulations), pellets, or prey remains. Since birds such as hawks and owls cannot digest the fur, feathers, and bones of their prey, they regurgitate these parts in the form of a “pellet” or “casting”. Remains of dead raptors may also identify power poles used by raptors for perching.

6.2 Power Line Electrocutions

Birds are electrocuted by power lines because of two seemingly unrelated, yet interactive factors:

1. Environmental factors such as topography, vegetation, available prey and other, behavioral or biological factors influence birds to utilize power poles.
2. Inadequate clearance between energized components and grounded hardware, thereby providing two points of contact.

Electrocution can occur when a bird completes an electric circuit by simultaneously touching two energized parts at different potentials or an energized part and a grounded part of the electrical equipment. Most electrocutions occur on distribution lines where the spacing between conductors may be small enough to be bridged by birds.

Avian-safe structures are those that provide adequate clearances to accommodate a large bird between energized and/or grounded parts. Consequently, 60 inches of horizontal separation, which can accommodate the write-to-write distance of an eagle (which is approximately 54 inches), is used as the standard for raptor protection. Likewise, vertical separation of at least 48 inches can

accommodate the height of an eagle from its feet to the top of its head (which is approximately 36 inches). Because dry feathers act as insulation, contact must be made between fleshy parts, such as the wrists, feet, or other skin, for electrocution to occur under most circumstances. In spite of the best efforts to minimize avian electrocutions, some degree of mortality may occur due to influences such as weather that cannot be controlled.

6.3 Collisions

Factors that influence collision risk can be divided into three categories: those related to avian species, those related to the environment, and those related to the configuration and location of the lines. Species-related factors include habitat use, body size, flight behavior, age, sex, and flocking behavior. Heavy-bodied, less agile birds or birds within large flocks may lack the ability to quickly negotiate obstacles, making them more likely to collide with overhead lines. Likewise, inexperienced birds as well as those distracted by territorial, hunting, or courtship activities may collide with lines. Environmental factors influencing collision risk include the effects of weather and time of day on line visibility, surrounding land use practices that may attract birds, and human activities that may flush birds into the lines. Line-related factors influencing collision risk include the configuration and location of the line and line placement with respect to other structures or topographic features.

7.0 DISTRICT RESPONSIBILITIES

The District has adopted the following policies – See Section 8:

- The installation of protective measures on existing lines where it is identified as a high risk for avian mortalities.
- Where feasible and appropriate, implement avian protection design standards on new lines and lines that are planned for re-building.

PROCESS GOALS:

- EVALUATION
- MITIGATION
- REPORTING
- TRACKING

CAUSE OF OUTAGE? EVALUATE FACILITY AND FRAMING. IF FEASIBLE, MAKE NECESSARY MODIFICATIONS (*BIRD GUARDS, RED HOSE, FRAMING...*) BEFORE RESTORING POWER

GATHER INFORMATION FOR BIRD FATALITY/INJURY REPORTING PROGRAM INCLUDING PICTURES OF BIRD, POLE, CONSTRUCTION BEFORE/AFTER MODIFICATIONS

EAGLE

DURING OFFICE HOURS, CONTACT DISPATCH FOR DIRECTIONS. WEAR GLOVES WHILE HANDLING, DISPOSE OF CARCASS IN A PLASTIC TRANSFORMER BAG AND TRANSPORT TO APPROVED FACILITY AS SOON AS POSSIBLE. AFTER BUSINESS HOURS, EAGLE SHOULD BE STORED IN BOX AT WAREHOUSE. IF UNABLE TO TRANSPORT CARCASS, LEAVE ON SITE AND NOTIFY DISPATCH THE NEXT BUSINESS DAY

CONTACT ENGINEERING DEPARTMENT FOR REPORTING

DEAD PROTECTED BIRD

NON-EAGLE

LEAVE CARCASS ON SITE OR DISPOSE OF PROPERLY

CONTACT ENGINEERING DEPARTMENT FOR REPORTING

INJURED BIRDS SHOULD BE REPORTED TO LOCAL AUTHORITIES AS SOON AS POSSIBLE. SEE SECTION 9.0 FOR A LIST OF AGENCIES

8.0 AVIAN (RAPTOR)-SAFE DESIGNS AND MODIFICATIONS

This page is left blank intentionally.

TO PREVENT BIRD ELECTROCUTIONS AND COLLISIONS THE DISTRICT HAS ADOPTED THE FOLLOWING GUIDELINES:

APPLY COVERS ON PHASES OR GROUNDS. EXAMPLES INCLUDE: INSULATOR/CONDUCTOR COVERS, CUTOUT COVERS, ARRESTER COVERS, AND JUMPER WIRE COVERS. (SEE PAGE 2, PAGE 3, PAGE 4).

INSTALL PERCH PREVENTERS TO DETER RAPTORS AND BIRDS FROM PERCHING OR NESTING BETWEEN PHASES. (SEE PAGE 5).

FRAME STRUCTURES SO THERE IS ADEQUATE SEPARATION BETWEEN PHASES OR PHASE-GROUND. A SEPARATION OF 60" OF HORIZONTAL AND 40" OF VERTICAL SEPARATION IS RECOMMENDED. (SEE PAGE 6, PAGE 7).

USE FLIGHT DIVERTERS INSTALLED ON OVERHEAD SPANS TO PREVENT AVIAN COLLISIONS. (SEE PAGE 9).

FOR ADDITIONAL INSTALLATION NOTES SEE PAGES 2-7.

DATE: 02/20/15

REV: 11/18/15 -

DRAWN: DT

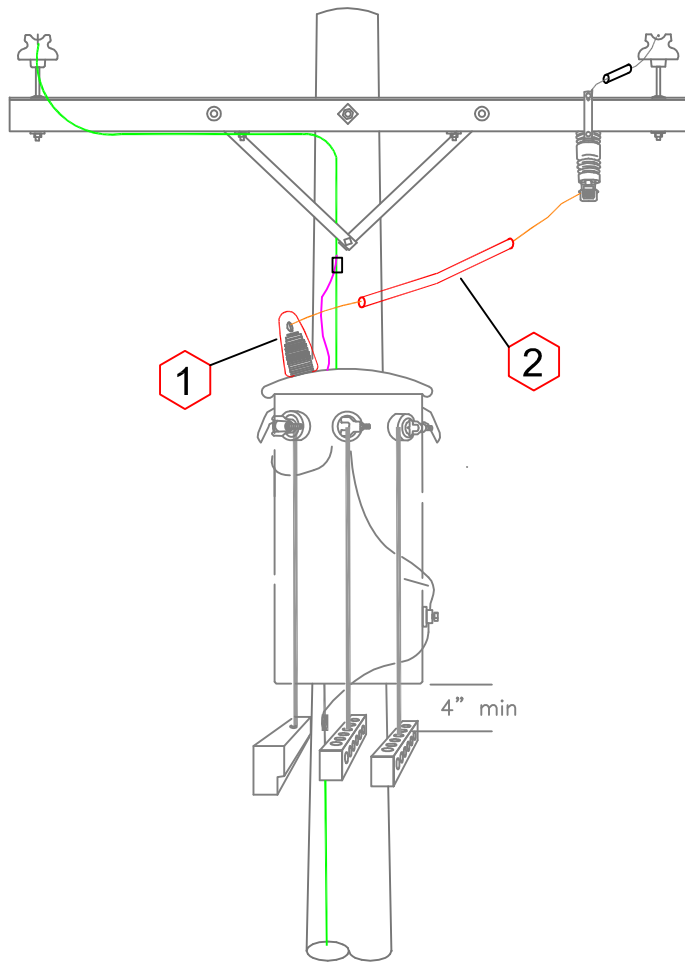
CHK: JP



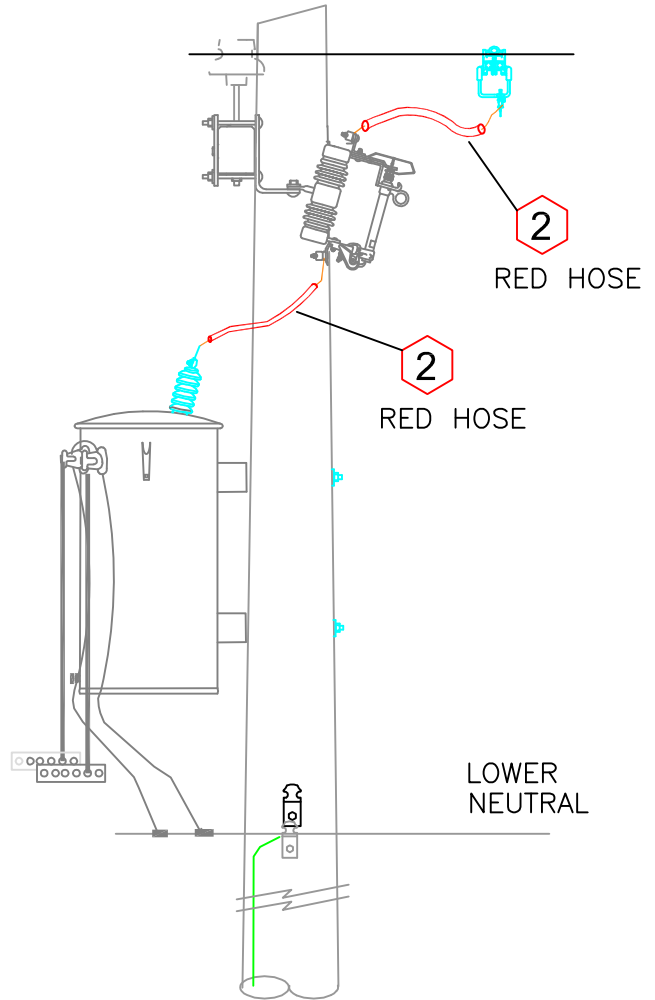
PG 1
OF 7

GROUP: Avian Protection
TYPE: GENERAL

OPTIONS:



TRANSFORMER BUSHING COVERS



RED HOSE – JUMPER COVERS

NOTES:

- 1.) ITEMS SHALL BE INSTALLED DURING AN AVIAN RELATED INCIDENT WHERE IT IS DETERMINED THE PROTECTION WOULD BE HELPFUL IN PREVENTING FUTURE AVIAN CASUALTIES.
- 2.) IF NOT INSTALLED DURING THE INCIDENT, A PLAN MAY BE MADE TO INSTALL PROTECTION AT LOCATION OF THE INCIDENT AND POSSIBLE OTHER POLES IN SAME PROXIMITY.
- 3.) IN AREAS OF HIGH RISK, GUARDS MAY BE INSTALLED AS OF PREVENTION PLAN.

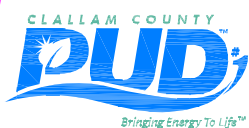
ITEM	DESCRIPTION	QUANTITY	STOCK#
1	WILDLIFE BUSHING PROTECTOR	1	9987000
2	RED HOSE - WILDLIFE PROTECTION	8 FT	9987600

DATE: 02/20/15

REV: 11/18/15 -

DRAWN: DT

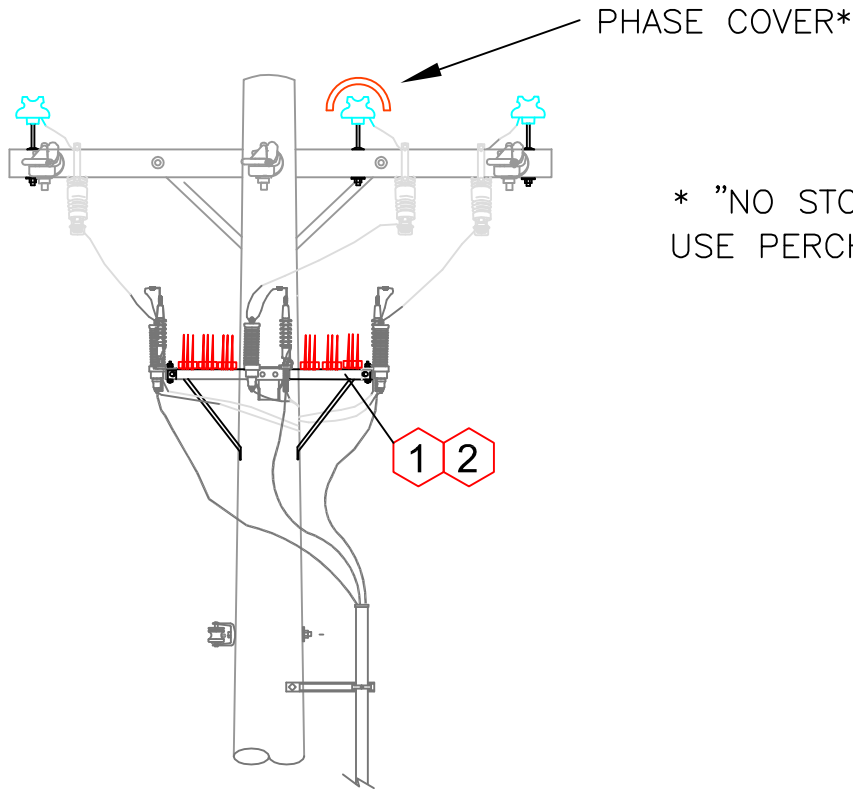
CHK: JP



PG 2
OF 7

GROUP: Avian Protection
TYPE: BIRD & WILDLIFE GUARDS

OPTIONS:



* "NO STOCK AT THIS TIME"
USE PERCH PREVENTER FOR 8' ARMS

BIRD SPIKES WILDLIFE PROTECTION

NOTES:

- 1.) ITEMS SHALL BE INSTALLED DURING AN AVIAN RELATED INCIDENT WHERE IT IS DETERMINED THE PROTECTION WOULD BE HELPFUL IN PREVENTING FUTURE AVIAN CASUALTIES.
- 2.) IF NOT INSTALLED DURING THE INCIDENT, A PLAN MAY BE MADE TO INSTALL PROTECTION AT LOCATION OF THE INCIDENT AND POSSIBLE OTHER POLES IN SAME PROXIMITY.
- 3.) IN AREAS OF HIGH RISK, GUARDS MAY BE INSTALLED AS OF PREVENTION PLAN.

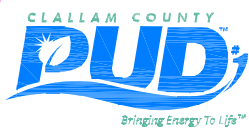
ITEM	DESCRIPTION	QUANTITY	STOCK#
1	BIRD SPIKES	3	3503010015
2	ZIP TIES	4	3503015005
3	PERCH PREVENTER	1	5999100
4	PHASE/INSULATOR COVER	1	TBD

DATE: 02/20/15

REV: 11/18/15 -

DRAWN: DT

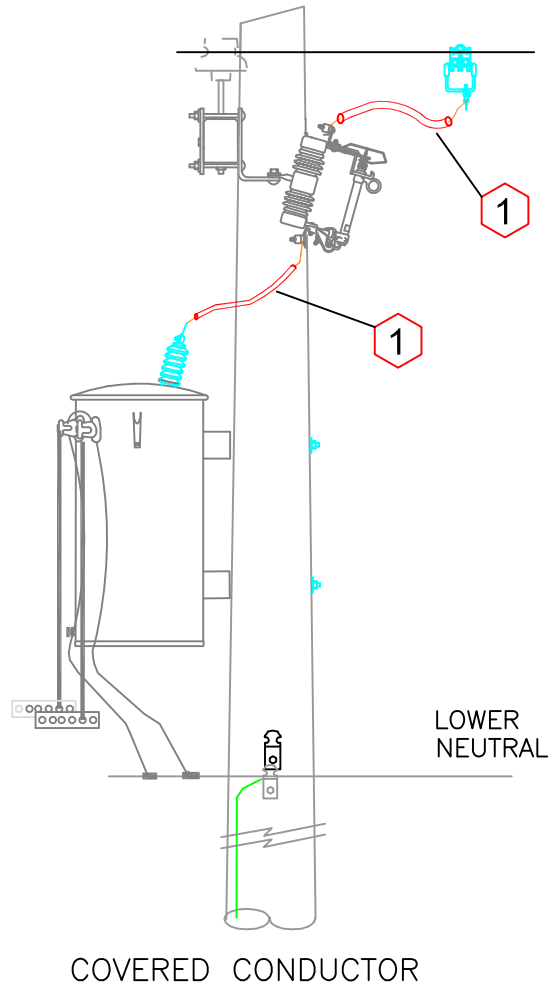
CHK: JP



PG 2
OF 7

GROUP: Avian Protection
TYPE: BIRD & WILDLIFE GUARDS

OPTIONS:



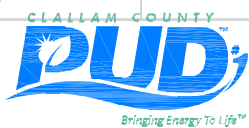
ITEM	DESCRIPTION	QUANTITY	STOCK#
1	BIRDWIRE - #2 7STR CU W/150MIL COVERED CONDUCTOR	8 FT	TBD

DATE: 02/20/15

REV: 11/18/15

DRAWN: DT

CHK: JP

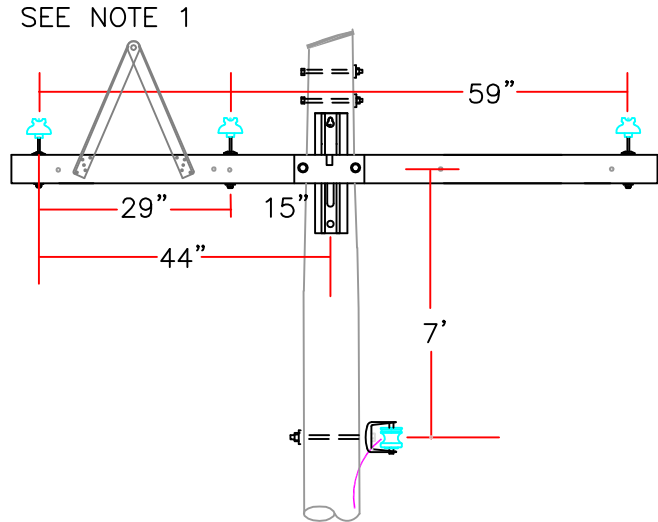
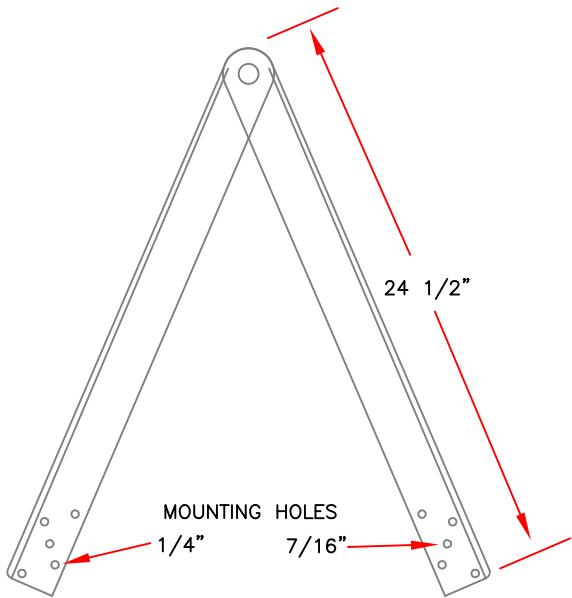


PG 2
OF 7

GROUP: Avian Protection
TYPE: BIRD & WILDLIFE GUARDS

OPTIONS:

AVIAN PERCH PREVENTER



APPLICATION:

THE PERCH PREVENTER MAY BE MOUNTED TO WOOD AND FIBERGLASS ARMS. THE PERCH PREVENTER LEGS CAN BE ADJUSTED FROM 6" TO 24" SPACING. THE PERCH PREVENTER CAN BE NAILED OR BOLTED TO THE CROSSARM.

NOTES:

- 1.) DO NOT USE PERCH PREVENTER IF CONDUCTOR SPACING IS GREATER THAN 34" SEPARATION. BIRDS MAY STILL PERCH IF SPACING BETWEEN DIVERTER AND CONDUCTOR IS 5" OR GREATER. USE PHASE COVER ON OUTER PHASE IF NEEDED.
- 2.) THIS ITEM MAY BE INSTALLED DURING AN OUTAGE INCIDENT IF DEEMED THAT IT WOULD HAVE HELPED PREVENT AVIAN CASUALTY.
- 3.) IF NOT INSTALLED DURING THE INCIDENT, A PLAN MAY BE MADE TO INSTALL PROTECTION AT LOCATION OF THE INCIDENT AND POSSIBLE OTHER POLES IN SAME PROXIMITY.
- 4.) IN AREAS OF HIGH RISK, DIVERTERS MAY BE INSTALLED AS OF PREVENTION PLAN.

ITEM	DESCRIPTION	QUANTITY	STOCK#
		AVP-3	
1	CROSSARM PERCH PREVENTER	1	5999100

DATE: 02/20/15

REV: 02/16/15 -

DRAWN: DT

CHK: JP



PG 3
OF 7

GROUP: Avian Protection
TYPE: GENERAL

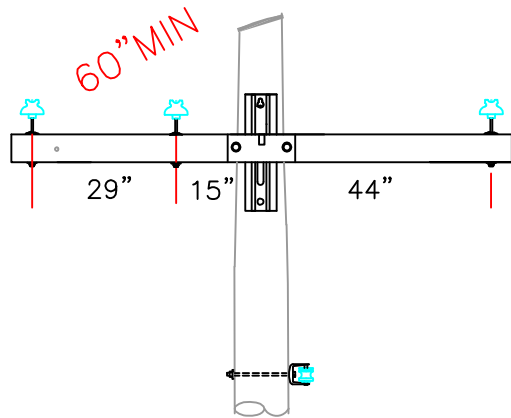
OPTIONS:

AVIAN PROTECTION FRAMING GUIDELINES

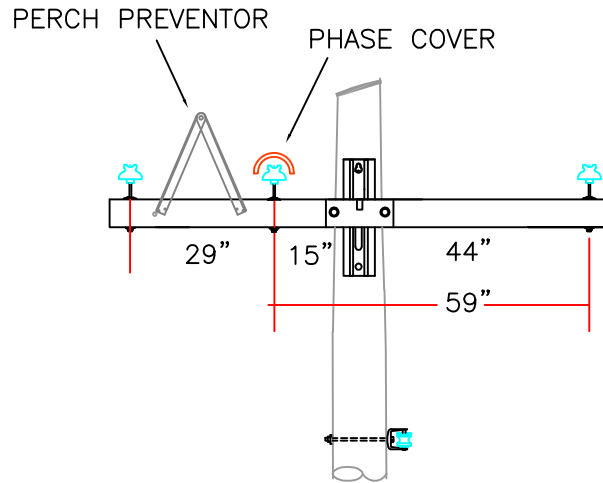
MODIFY EXISTING STRUCTURES

THREE-PHASE, LOWER NEUTRAL, 8-FT ARM (WITHOUT POLE TOP PIN)

PROBLEM



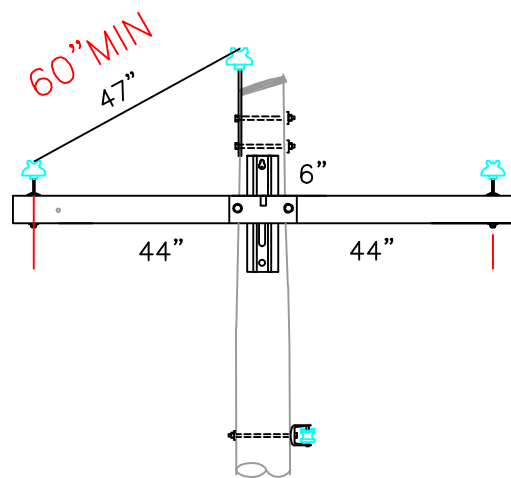
CORRECTION(S)



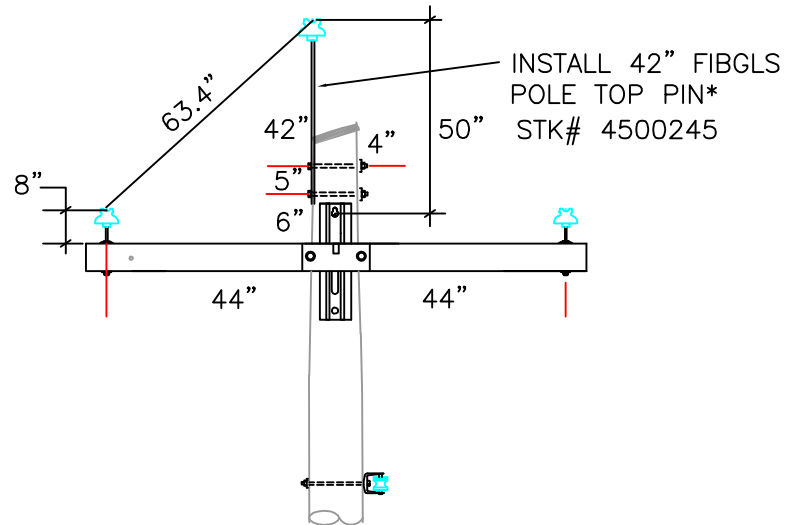
OPTION 1: INSTALL PERCH PREVENTOR
OPTION 2: INSTALL PHASE COVER

THREE-PHASE, LOWER NEUTRAL, 8-FT ARM (WITH POLE TOP PIN)

PROBLEM



CORRECTION



* NOT RECOMMENDED FOR 1/0ACSR AND LARGER
* CHANGE TO 10-FT ARM FOR CONDUCTOR 1/0 AND LARGER.

NOTES:

1.) MODIFYING STRUCTURES WILL GENERALLY TAKE PLACE DURING A PLANNED CONSTRUCTION REBUILD WHEN AN AREA IS IDENTIFIED AS A HIGH RISK AREA FOR AVIANS.

DATE: 02/20/15

REV: 02/16/15 -

DRAWN: DT

CHK: JP



PG 4
OF 7

GROUP: Avian Protection
TYPE: FRAMING MODIFICATIONS

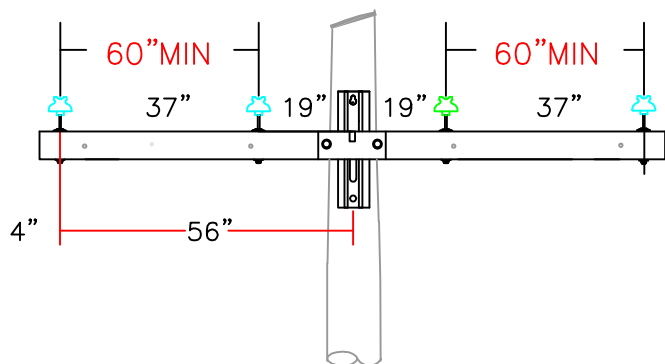
OPTIONS:

AVIAN PROTECTION FRAMING GUIDELINES

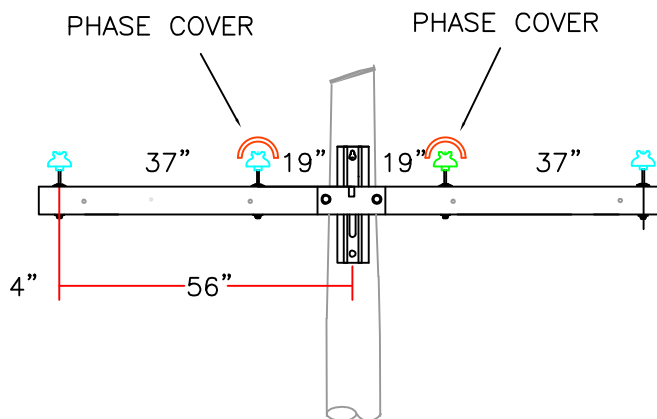
MODIFY EXISTING STRUCTURES

THREE-PHASE, UPPER NEUTRAL, 10-FT ARM (WITHOUT POLE TOP PIN)

PROBLEM

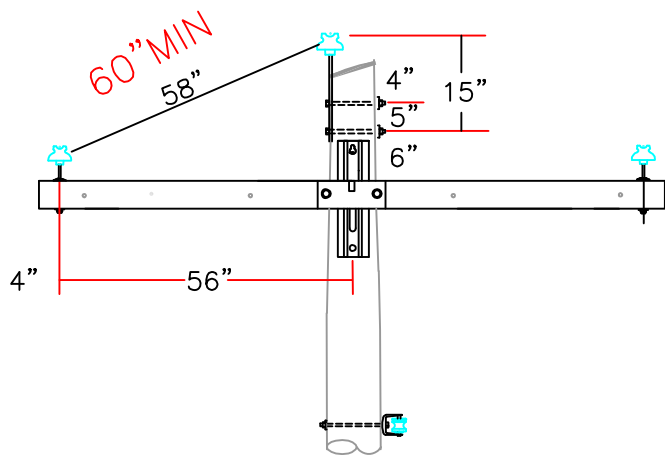


CORRECTION

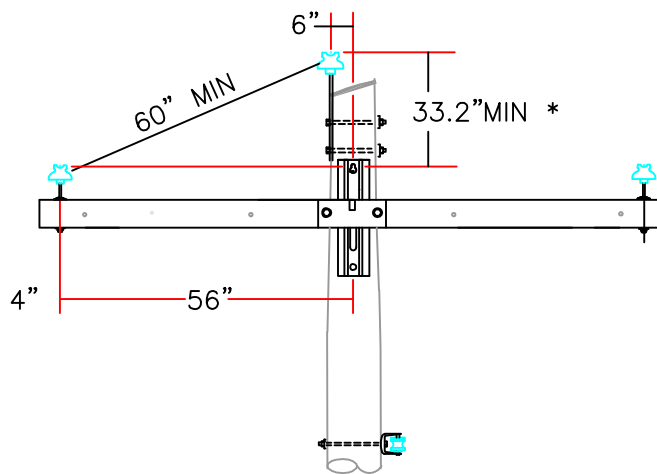


THREE-PHASE, LOWER NEUTRAL, 10-FT ARM (WITH POLE TOP PIN)

PROBLEM



CORRECTION



* LOWER CROSSARM TO OBTAIN 21.5" MIN.

NOTES:

1.) MODIFYING STRUCTURES WILL GENERALLY TAKE PLACE DURING A PLANNED CONSTRUCTION REBUILD WHEN AN AREA IS IDENTIFIED AS A HIGH RISK AREA FOR AVIANS.

DATE: 02/20/15

REV: 11/18/15 -

DRAWN: DT

CHK: JP



PG 5 OF 7

GROUP: Avian Protection
TYPE: FRAMING MODIFICATIONS

OPTIONS:

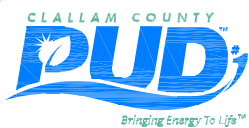
**THIS PAGE BLANK
FOR FUTURE FRAMING SPECS**

DATE: 02/20/15

REV: 11/18/15 -

DRAWN: DT

CHK: JP



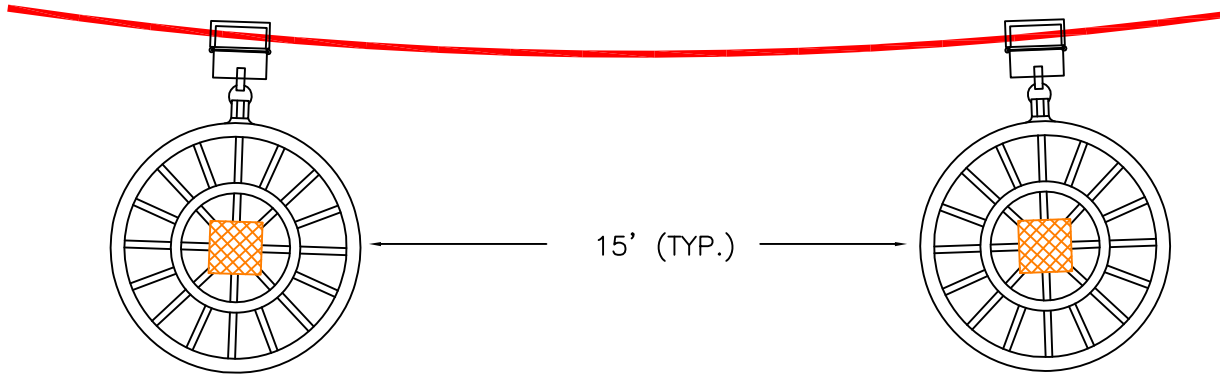
PG 6
OF 7

GROUP: Avian Protection
TYPE: FRAMING

OPTIONS:

PAGE 8

AVIAN FLIGHT DIVERTER



P&R TECH BIRDMARK

Bird Diverter – Highly visible day or night

DIMENSIONS:

11.5" TOTAL LENGTH

Mounting Clamp: 0.24" – 0.63"

See Engineering for Best Spacing

Installed with Hotstick and Snapfast Installation Tool

NOTES:

- 1.) INSTALL DIVERTERS IN AREAS WHERE COLLISIONS WITH AN OVERHEAD SPANS MAY OCCUR FOR BIRDS SUCH AS TRUMPTER SWANS.
- 2.) A PLAN FOR INSTALLATION WILL BE MADE UPON REVIEW OF FIELD CONDITIONS AND CONSULTATION WITH USFWS.
- 3.) DIVERTERS TYPICALLY WILL BE INSTALLED ON SMALL WIRE ONLY AS STATISTICS SHOW COLLISIONS ARE UNCOMMON WITH LARGER CONDUCTOR, DUE TO CONDUCTOR BEING EASIER FOR THE AVIAN TO SEE.

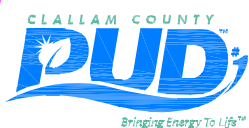
ITEM	DESCRIPTION	QUANTITY	STOCK#
		AVP-7	
1	BIRDMARK BIRD DIVERTER	1	5999000

DATE: 02/20/15

REV: 11/1815 -

DRAWN: DT

CHK: JP



PG 7
OF 7

GROUP: Avian Protection
TYPE: BIRD DIVERTER

OPTIONS:

9.0 KEY RESOURCES

1. State and Federal Agencies
 - a. Washington Department of Fish and Wildlife
Shelly Ament, Wildlife Biologist
Business Phone: 360-681-4276
Cell Phone: 360-477-0123
E-mail: Shelly.Ament@dfw.wa.gov
 - b. Washington Department of Fish and Wildlife
Anita McMillan, District Wildlife Biologist (Clallam and west Jefferson Counties)
Business Phone: 360-457-4601
Cell Phone: 360-808-2097
E-mail: Anita.McMillan@dfw.wa.gov
 - c. Washington Department of Fish and Wildlife (Enforcement)
Eric Anderson, Sgt. – Detachment 8
Cell Phone: 360-640-0493
E-mail: Eric.Anderson@dfw.wa.gov
 - d. Washington Department of Fish and Wildlife (Enforcement)
Bryan J. Davidson, Fish and Wildlife Officer W200
Cell Phone: 360-460-2146
E-mail: Bryan.Davidson@dfw.wa.gov
 - e. U.S. Fish and Wildlife Service
Steve Furrer, Special Agent
Business Phone: 360-753-7764
2. Local agencies to drop off carcasses
 - a. USFW, 715 Holgerson Road, 360-457-8451,
 - b. LaPush, Quileute Tribe, Natural Resources officer Frank Geyer, 360-374-2027 – notify and they will pick up carcass
 - c. Hoh Tribe, Wildlife Officer Ernie Penn, Phone 360-374-3357 or cell 360-928-5201, they turn in carcass to the USFW on Holgerson Road
 - d. Makah Tribe, Wildlife Officer Robin Butterfield, 360-640-1333
 - e. Dependent upon availability WDFW Enforcement Officers and Wildlife Biologist may collect bald eagle carcasses.
3. Local Licensed Rehabilitators
 - a. Jaye Moore – Northwest Raptor and Wildlife
Sequim, WA

- 360-681-2283
All species
- b. Susan Rosenberg
Kingston, WA
877-353-3463
Small mammals and reptiles
- c. Cynthia Daily
Discovery Bay Raptor Rehabilitation
Port Townsend, WA
360-379-0802
Night/Cell Phone: 360-643-0056
Notes: Raptors and small birds
- d. Sara Penhallegon – Center Valley Animal Rescue
Quilcene, WA 98376
360-765-0598
Mammals only – no bats or birds
- e. West Sound Wildlife Shelter
Bainbridge Island, WA
206-855-9057
All species

10.0 REFERENCES

1. Avian Protection Plan (APP) Guidelines, a joint document prepared by The Edison Electric Institution (APLIC) and U.S. Fish and Wildlife Service (USFWS)
2. Avian Power Line Interaction Committee (APLIC), 2006, *Suggested Practices for Avian Protection on Power Lines: The State of the Art in 2006*, Edison Electric Institute, APLIC, and the California Energy Commission. Washington, D.C and Sacramento, CA
3. Avian Power Line Interaction Committee (APLIC). 2012. *Reducing Avian Collisions with Power Lines: The State of the Art in 2012*. Edison Electric Institute and APLIC. Washington, D.C.
4. Management Recommendations for Washington's Priority Species – Volume IV: Birds

Receipt of Eagle Carcass - USFW, 715 Holgerson Road

Date: _____

Dropped off by: _____

Received by: _____