

**COMMENT LETTERS AND  
RESPONSES FROM INDIVIDUALS**

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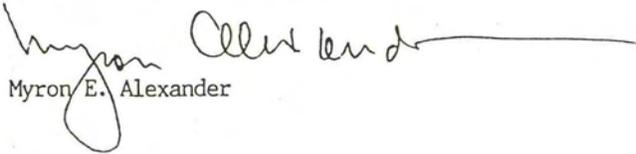


LETTER #A-1  
COMMENTS

B (5) As many as 50 to 125 archaeological and/or historical resource sites (No inventory has been made!) are in the direct path of the powerlines and will be destroyed or at best disturbed.

C I wish to state that in my opinion the Environmental Impact Statement is weak and does not deal with specifics regarding the economic justification for the powerline ~~at~~ or demonstrate and substantiate any real need for this extra power carrying capacity.

SINCERELY.

  
Myron E. Alexander

RESPONSES

C Please refer to Chapter 3 of this document for an expanded discussion of the purpose and need.

LETTER #A-2  
COMMENTS

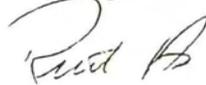
8/21/92

Dear Mr Simonson

With regard to the Southwest Intertie Project Draft Environmental Impact Statement/Draft Plan Amendment, I am in favor of the preferred Alternate power line route. I have volunteered many hours with the BLM in the past few years.

Thank you for your attention in this matter,

Sincerely,



Ruth Ax  
3606 Villa Knolls  
Las Vegas, Nv 89120

RESPONSES

- A Your comments are noted and will be considered in the BLM's decision process.

LETTER #A-3  
COMMENTS

RESPONSES

Box 163  
Silver Creek Ranch  
Baker, Wv. 89311  
September 4, 1992

Your comments are noted and will be considered in the BLM's decision process. Also refer to Electric and Magnetic Fields on page 3-72 of the SWIP DEIS/DPA and Recent EMF Research Results in Chapter 3 of this document on page 3-19.

Dear Ms. Simonson,

We received your draft EIS on the Southwest Antitoxin Project. Thanks for designing it, so one found it readable.

My concern is having a 500 KV line through our property when we already have two 230KV lines in place.

One can hear a noise from these lines at any given time not knowing what amount of leakage is let down or the type or kinds of damage

LETTER #A-3  
COMMENTS

RESPONSES

This may cause people, animals  
plants or soil, there is a concern  
for our families health and the  
health of those in the years to  
come.

With a wilderness to one  
side, a National Park on the other  
side of our home and where  
we make our living why  
should we have to live and  
work with two 250KV lines  
and one 500KV.

This would not be done  
in a residential area.

Sincerely,

Sheridan Baker

2 of 2

SEP 8 3 24 AM '78  
DISPATCH UNIT  
RUBEN

LETTER #A-4  
COMMENTS

RESPONSES

A Your comments are noted and will be considered in the BLM's decision process.

9 September 1992  
2903 Valmere Drive  
Malibu, Ca. 90265

Karl Simonson  
BLM, Burley District Office  
Route 3, Box 1  
Burley, Idaho 83318

Dear Mr. Simonson:

I'd like to request that you oppose the Southwest Intertie Project.

It seems to me that if the powerline is really needed, it should be built along the existing right-of-way in lines already strung between Utah and Las Vegas.

I visit the area around Pahranaghat Valley and the Great Basin National Park area at least four times yearly and enjoy the scenic, uncluttered skyline. One can really feel away from the clutter of L.A. and civilization out there when I and my family visit this area on our vacations.

LETTER A-4

LETTER #A-4  
COMMENTS

RESPONSES

*It seems so unnecessary, that there's already so many reminders of the city, industry, etc. all over our open expanses already without impacting our wildlife (desert tortoise & raptors) and human visitors to these beautiful lands.*

*Thank you, Mr. Alterio Burke & Family*

LETTER #A-5  
COMMENTS

NEVADA LAND & CATTLE CO.  
BIG SPRINGS RANCH  
OASIS, NEVADA 89835

SEPTEMBER 18, 1992

MR. KARL SIMONSON  
BUREAU OF LAND MANAGEMENT  
BURLEY DISTRICT OFFICE  
ROUTE 3 BOX 1  
BURLEY, IDAHO 83318

DEAR MR. SIMONSON:

I AM WRITING TO ADDRESS OUR CONCERNS RELATIVE THE DRAFT ENVIRONMENTAL IMPACT STATEMENT/DRAFT PLAN AMENDMENT ON THE PROPOSED IDAHO POWER COMPANY 500 KV TRANSMISSION LINE, THE SOUTHWEST INTERTIE PROJECT.

WE ARE PRESENTLY THE LEASEHOLDER ON THE BIG SPRINGS RANCH WHICH IS OWNED BY CSY INC. THE HEADQUARTERS OF THE RANCH IS SITUATED JUST SOUTH OF OASIS, NEVADA IN THE IMMEDIATE PROXIMITY OF THE PREFERRED ALTERNATIVE ROUTE OF THE TRANSMISSION LINE. THE SEGMENTS OF ROUTE A THAT IMPACT OUR OPERATION ARE NUMBERED 200 AND 211 ON THE ALTERNATIVE ROUTES MAP.

LETTER A-5  
A [ THE DRAFT EIS DOES NOT ADDRESS THE NEGATIVE IMPACT IT WOULD HAVE TO THE DEVELOPMENTS AND RESIDENTS OF THE WEST SIDE OF GOSHUTE VALLEY. IN FACT IT FAILS TO EVEN RECOGNIZE OUR EXISTENCE ACCORDING TO PAGE 8 AND 3-34 OF THE DRAFT. THE COMMUNITY OF OASIS SHOULD BE CONSIDERED AS MUCH AS, OR MORE OF, A POPULATION CENTER/RESIDENTIAL AREA AS CONTACT AND CURRIE.

RESPONSES

A The community of Oasis was inadvertently not listed on pages 8 and 3-34 of the SWIP DEIS/DPA. This error is corrected in the Errata in Chapter 4 of this document. Oasis was, however, considered in the impact assessment and is documented in the Volume III - Human Environment Technical Report and the SWIP DEIS/DPA Map Volume.

The development plans for Northern Holdings would have been included in the impact assessment had they been made public or been on file with the county. There was also no mention of these developments during the public scoping meetings held in March 1989, during the public planning workshop held on January 8, 1991 (attended by representatives of Big Springs Ranch), or in response to the numerous newsletters mailed to Big Springs Ranch throughout the over three-year EIS process. Future planned developments by Northern Holdings have been considered in the SWIP FEIS/PPA (refer to Impacts to the Oasis Area in Chapter 3 of this document).

LETTER #A-5  
COMMENTS

B [ ALSO WE HAVE A PRIVATE AIRSTRIP JUST EAST OF THE RANCH HEADQUARTERS WHICH WAS NOT IDENTIFIED IN THE DRAFT AND IS SITUATED CLOSE TO THE PROPOSED ROUTE.

C [ THE CULTURAL VALUE OF THE IMMIGRANT TRAIL ROUTE THROUGH GOSHUTE VALLEY WAS NOT ADDRESSED IN THE PLAN. WHAT IS NOW THE BIG SPRINGS RANCH HEADQUARTERS WAS AN IMPORTANT STOPPING POINT FOR THE DONNER PARTY AS WELL AS MANY OTHER IMMIGRANT PARTIES, AND PUBLIC INTEREST IN THESE ROUTES IS CONSIDERABLE. WE HAVE HOSTED A NUMBER OF GROUPS THAT WERE FOLLOWING THESE VARIOUS IMMIGRANT TRAILS.

WE ARE OPPOSED TO SEGMENTS 200 AND 211 OF THE PREFERRED ALTERNATIVE-ROUTE A, FOR THE FOLLOWING REASONS:

D [ 1. THE NEGATIVE VISUAL IMPACT TO THE RANCH HEADQUARTERS WOULD BE SUBSTANTIAL. THE JUSTIFICATION YOU HAVE GIVEN US FOR PREFERRING THE ROUTE ON THE EAST SIDE OF THE VALLEY IS ONE OF VISUAL IMPACT TO I-80. THE LOCAL RESIDENTS WHO LIVE AND WORK IN THIS AREA SHOULD BE CONSIDERED MORE IMPORTANT THAN THE FREEWAY TRAFFIC.

E [ 2. THE FUTURE PLANS OF CSY INC. FOR THE DEVELOPMENT OF THEIR PRIVATE LAND IN GOSHUTE VALLEY WOULD BE HEAVILY IMPACTED. THE PROPOSED ROUTE CUTS RIGHT THROUGH THE CENTER OF THE MOST PRODUCTIVE PART OF THE VALLEY.

F [ 3. ALTHOUGH THERE SEEMS TO BE CONFLICTING RESEARCH RELATIVE THE HAZARDS OF THE ELECTRIC AND MAGNETIC FIELD EFFECTS OF TRANSMISSION LINES, WE WOULD PREFER NOT TO BE EXPOSED TO THE POTENTIAL HAZARDS THAT EXIST.

RESPONSES

B Please refer to Chapter 4, Figure 4-4 of this document for a map of this airstrip in relation to the alternative routes and a discussion of the potential impacts.

C Historic data the BLM reviewed revealed that major historic immigrant wagon trails were networks of tracks with many minor variations and alternate routes--not simple two-track roads. Many of the details regarding the routes of the trails and their variations, as well as distinguishing subsequent uses of these transportation corridors, have yet to be documented. It is possible that what is now the Big Springs Ranch Headquarters may have been a stopping point on one of the variations of the Hastings Cutoff Trail; the historic data we reviewed indicate that this cutoff, which was followed by the Donner party, was located in the Shafter vicinity some five miles south of the Big Springs Ranch Headquarters.

D Visual impacts were assessed from Big Springs Ranch and all other residences along the alternative routes. It is true that residences are more visually sensitive than travelers on Interstate 80, and this was part of the criteria used in assessing visual impacts. Table VR-7 of Volume III - Human Environment Technical Report documents that all residences were considered to have high visual sensitivity while travelers on Interstate 80 received a moderate visual sensitivity rating (refer to Appendix H of the DEIS/DPA for the locations where the technical reports can be reviewed).

E CSY Development's intent to develop within the valley was not disclosed to the BLM until the public meeting in Wells on August 4, 1992. Conceptual development plans have now been received from CSY Development and are incorporated into analysis (refer to Impacts in the Oasis Area on page 3-36 of this document).

F EMFs are an especially difficult issue and conclusive results may not be known for years. Refer to the EMF sections in Chapters 3 and 4 of the SWIP DEIS/DPA and Recent EMF Research section on page 3-19 of this document for more information.

LETTER #A-5  
COMMENTS

RESPONSES

WE UNDERSTAND AND CONCUR WITH THE IMPORTANCE OF THE SWIP PROJECT.  
THE JUSTIFICATION FOR THE PREFERRED ROUTE IS NOT VALID HOWEVER  
AND WE ARE ANIMATELY OPPOSED TO SEGMENTS 200 AND 211 OF ROUTE A.  
THERE IS A ROUTE THE LINE COULD FOLLOW THAT WOULD HAVE MUCH LESS  
IMPACT TO THE VALLEY AND WE HAVE SHOWN IT ON THE ENCLOSED MAP.

YOUR CONSIDERATION FOR OUR CONCERNS IN THIS MATTER ARE  
APPRECIATED.

SINCERELY YOURS,



BOB BARTON  
NEVADA LAND & CATTLE CO.

LETTER #A-6  
COMMENTS

September 8, 1992  
236 B Frisbie St  
Oakland, CA 94611

Karl Simonson  
Bureau of Land Management  
Burley District Office  
Route 3, Box 1  
Burley, ID 83318

Dear Mr. Simonson,

This letter concerns the proposed 500 Volt powerline from Idaho to Las Vegas.

I am appalled at this proposal. Please select the "NO ACTION" alternative to safeguard the PUBLIC lands.

A [ No powerline should be built through the unspoiled desert valleys as proposed without dire need. The justification for this project is very weak. "Marketplace" power brokering does not create any new power. Moreover, in this market, existing power transfer capacity is already adequate.

If any new power transfer capacity is needed, it should be added to existing right of ways. Such an incremental change would have far less visual impact than the proposal in question. As a lover of the open spaces of Nevada, I can tell you that these undeveloped valleys are a national treasure. There's just no need to destroy them for higher profits for power companies.

Please protect the nearly pristine viewsheds of the region.

Sincerely,  
*Fred Beddall*  
Fred Beddall

RESPONSES

A As stated in the revised Purpose and Need (refer to Chapter 3 of this document), there is a need for greater power transfer capacity because the SWIP would provide the ability to better utilize power resources that are currently available and push into the future the need to construct new generation resources. Open access to the power market means that many utilities would be able to compete for energy supplies. This competition would create market forces that tend to hold down price increases. It would also make it difficult for any utility to "broker" power since all utilities would have more open access to the market.

LETTER #A-7  
COMMENTS

KARL SIMONSON  
BUREAU OF LAND MANAGEMENT  
BURLEY DISTRICT OFFICE

SEPTEMBER 15, '92  
GRANT J. BLOCHER  
6603 WHITNEY ST.  
OAKLAND, CA 94609

Dear Mr. Simonson,

A I support the "NO ACTION" alternative to the proposed Southwest Intertie Project. The Environmental Impact Statement on the project does not justify the need for the line. In fact the existing line does not ~~not~~ operate at anything approaching capacity.

Needless to say we don't need any more power lines and towers marching across our dwindling open spaces. Besides this potential blight on the landscape there is a significant risk to the creatures that inhabit the area

RESPONSES

A Please refer to Purpose and Need in Chapter 1 of the SWIP DEIS/DPA and in Chapter 3 of this document. Also refer to page 2-31 of the SWIP DEIS/DPA for a discussion of how in early 1990 the IPCo discovered that the UNTP would be fully subscribed and would not have the capacity to fulfill the purpose and need of the SWIP. It was in July 1990 that the IPCo decided to expand the project south from the Ely area to Dry Lake.

Your other comments are noted and will be considered in the BLM's decision process.

LETTER #A-7  
COMMENTS

RESPONSES

of the proposed route — the Desert Tortoise,  
Hawks, eagles and other raptors, to name just  
a few. Enough is enough!!!

The proposed route for the proposed power-  
line will pass within spitting distance of our  
new Great Basin National Park, and will have  
a potentially devastating impact on an estimated  
200 to 400 archeological and historical  
sites! Please say NO to A.A. WATER & POWER! Thanks

Sincerely,  
Frank J. Becker

LETTER #A-8  
COMMENTS

September 18, 1992

Mr. Karl Simonson  
Bureau of Land Management  
Burley District Office  
Route 3 Box 1  
Burley, Idaho 83318

Dear Mr. Simonson:

I am presently leasing pasture from Nevada Land & Cattle Co. in Goshute Valley and live on the Big Springs Ranch. I would like to make the following comments on the SWIP line that is proposed to run right through the ranch.

The proposed transmission line goes right through the pasture that I lease for breeding my heifers. From the information I have read concerning the effects of electric and magnetic fields on livestock, I am very much opposed to the line in this area.

A [ The negative visual impacts to not only Big Springs Ranch, but to the whole western side of Goshute Valley would be devastating. In reading your draft EIS on the project it appears to me that you have not even considered the impacts to Big Springs or the people living in the Oasis area.

B [ The only live water in this whole valley lies right in proximity to the proposed line. Therefore there is always a concentration of livestock in this area. This would be a problem not only from the possible effects on the livestock, but also in the construction of the line.

RESPONSES

A As stated in the SWIP DEIS/DPA, there will be visual impacts as a result of constructing the SWIP. Visual impacts were assessed from Big Springs Ranch, Oasis, and all other residences along the alternative routes. The Visual Resources section in the Volume III - Human Environment Technical Report documents in more detail the potential visual impacts to this area (refer to Appendix H of the SWIP DEIS/DPA for the locations where these reports can be reviewed).

B Adverse effects to water resources in the area of the Big Springs Ranch are not expected. The IPCo would work with the Big Springs Ranch to mitigate any effects to the cattle in the area during construction. The transmission line will span about 1/4 mile between towers and would be designed to avoid impacts to water resources (e.g., wetlands, streams, and springs). Overland access to construction sites would be done in this area to avoid adverse impacts.

The effects of EMF are inconclusive. Refer to Electric and Magnetic Fields on page 3-72 of the SWIP DEIS/DPA and Recent EMF Research in Chapter 3 of this document.

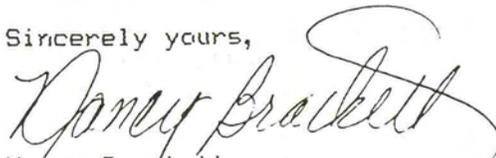
LETTER A-8

LETTER #A-8  
COMMENTS

C The historical value of the West side of Goshute Valley has not been addressed in the draft EIS. The statement on page 3-91 referring to a single ethnohistoric area near Oasis is incorrect inasmuch as the area has many ethnohistoric areas.

In conclusion I would like to thank you for the opportunity to comment on this project. I am very opposed to the preferred route however and would like to see it on the other side of the valley.

Sincerely yours,



Nancy Brackett

RESPONSES

C The referenced paragraph identifies only one ethnohistoric locality in the vicinity of Oasis, but it is quite large encompassing some 4,000 to 5,000 acres. The paragraph also mentions other archaeological and historic sites recorded in the vicinity. However, the existing site files indicate that relatively few cultural resources have been recorded in this area. As along many segments of the evaluated alternative routes, this may very well reflect the lack of prior survey rather than absence of cultural resources. The sensitivity model developed to deal with these data gaps did not project high sensitivity zones on the west side of Goshute Valley. There will be complete surveys for cultural resources along the selected alternative route prior to construction. All sites discovered during these surveys will be mitigated.

LETTER #A-9  
COMMENTS

RESPONSES

WILLIAM JAC SHAW  
T. SCOTT BROOKE  
KENNETH N. CALDWELL

BROOKE & SHAW  
ATTORNEYS AT LAW  
POST OFFICE BOX 2860  
1590 FOURTH STREET  
MINDEN, NEVADA 89423

TELEPHONE  
(702) 782-7171  
FAX  
(702) 782-3081

18 September 1992



CERTIFIED MAIL RETURN RECEIPT REQUESTED

Mr. Carl Simonson  
Bureau of Land Management  
Burley District Office  
Route 3, Box 1  
Burley ID 83318

RE: Southwest Inter-tie Project

Dear Mr. Simonson:

This firm represents Nevada Big Springs, Inc. which is the owner of the real property in the vicinity of the Goshute Valley, Nevada, comprising what is commonly known as the Big Springs Ranch. This letter will constitute additional comments to the Draft Environmental Impact Statements and Draft Plan Amendment (DEIS/DPA) issued under cover of June 12, 1992 regarding the Southwest Inter-tie Project (SWIP). Verbal comments were presented at the meeting in Wells, Nevada on 4 August 1992, and such comments are incorporated herein by reference. The property involved is located within the area depicted on Panel 2 of the maps, generally to the north and south of Oasis, which is between Wendover and Wells, Nevada, on Interstate Highway 80.

As you will note, the Big Springs Ranch consists of in excess of one hundred thousand (100,000) acres of alternating sections in the Goshute Range and Goshute Valley, both north and south of Interstate Highway 80, together with allotment rights to various of the interspersed and adjacent sections. The ranch has been historically and consistently used for agricultural purposes, which continue to date and are expected to continue. Additionally,

LETTER #A-9  
COMMENTS

since its acquisition in 1989, the current landowner has expended significant resources in a land planning program which is designed to expand the variety of uses and add significant residential and recreational uses to the property.

As you will also note, various of the studied alternate routes and all preferred routes pass directly through and significantly affect the Big Springs Ranch. Accordingly, the landowner has commented, and will comment herein, on the appropriateness of the designation of the alternative routes for study and construction. The landowner's main concerns relate to the process for identifying and selecting alternate study routes, and selecting the preferred route.

1. No reasonable notice was provided.

As stated at the BLM Hearing in Wells on 4 August 1992, the landowner first received actual notice of this entire project only within two (2) weeks of that date from its new ranch tenant. No prior written, verbal or telephonic notice of this process, or the presumed intended condemnation of its land, and subsequent construction of this significant powerline across its land, was ever given. Accordingly, the opportunity for and actual input by this landowner was effectively denied, resulting in the premature and improper rejection of any participation by this landowner.

The public notice which has been provided to date has clearly been inadequate in light of the lack of receipt of actual notice. Accordingly, it may be concluded that public notice provided was clearly not designed to and did not, give reasonable notice to this landowner of the activities undertaken and proposed.

It appears that the Big Springs Ranch constitutes the majority of the private land affected by this entire project. In light of the certain fact that the project manager or those involved with the project knew of the existence of this large landholding, and knew how actual notice could be given, and knew that no actual notice was given because of the lack of participation, one questions both the intent of effect of the notice procedures. As a result, this landowner has been denied the opportunity to participate and comment regarding selection of alternative study routes, and is relegated to commenting to previously dictated and adopted study routes and alternates.

RESPONSES

A We believe that the notification of the SWIP EIS process was adequate. A public scoping meeting was held in Wells in March 1989, a public planning workshop was held on January 8, 1991 (attended by representatives of Big Springs Ranch), and numerous newsletters were mailed to Big Springs Ranch throughout the over three-year EIS process. All the public meetings were announced in local newspapers and on posters (refer to Chapter 5 of the SWIP DEIS/DPA). There were also over 3,000 newsletters sent out announcing these meetings.

The SWIP DEIS/DPA states the preferred alternatives but does not presume to make a decision about condemnation of private lands at this point in the decision process. The landowners have clearly had an opportunity to attend the public meetings and to comment on the SWIP DEIS/DPA.

The public participation process was not designed to exclude participation by private landowners. In addition to the private land owners on the SWIP mailing list, the BLM also notified affected public land users. Private land owners in the area are generally also livestock permittees. By contacting the grazing permittees, many of the private land owners in the area are also contacted. Also, private land ownerships change with no notification to the BLM. The public planning workshop held in Wells on January 8, 1991 were attended by Mr. Bob Barton and Ms. Nancy Brackett of Big Springs Ranch. Numerous newsletters were mailed to Big Springs Ranch throughout the over three-year EIS process. Refer to Chapter 5 of the SWIP DEIS/DPA for a discussion of the public involvement process.

Your comment suggests that notification came from a new ranch tenant two weeks prior to the meeting in Wells on August 4, 1992. Mr. Bob Barton has leased the public lands since June 1, 1990. There is no information in the BLM's grazing case file to cause notification of anyone other than Mr. Barton of actions affecting the public lands within the allotment.

Refer to Chapter 2 of the SWIP DEIS/DPA for a discussion about the planning process to identify alternative routes. This planning process occurred over a several year period and numerous newsletters were sent to a mailing list of over 3,000 individuals, agencies, and organizations in order to gain public input, including input from the Big Springs Ranch. Alternative routes were discussed with the public during a series of public workshops in early 1991, as indicated above, and representatives of Big Springs Ranch did express concern for Link 211 at the Wells workshop on January 8, 1992.

LETTER #A-9  
COMMENTS

RESPONSES

A1 Due process requires more.

2. The selection of alternative routes was flawed.

In addition to the lack of notice which prevented participation in the selection of the study and alternate routes, it is clear that inadequate routing was studied regarding the Goshute Valley. Routes A, C, F and G all follow the same path, and will unnecessarily and improperly affect private property within the area, including the residents and landowners of Oasis, including this landowner, along its entire length. No satisfactory criteria or facts demonstrate the reasonableness of the selection of this route as the only study route through the Goshute Valley.

B As noted above, the Big Springs Ranch and the nearby community of Oasis comprise the overwhelming majority of the private land affected by the entire project. Common sense would dictate that private lands and populated areas and lands planned for future residential use would be avoided, and further, that a disruption of this magnitude would be limited to one side of the valley or the other. Instead, all studied routes seem specifically designed to impact as much private property and existing and future residential development as possible, while at the same time adversely impacting the scenic, visual and aesthetic resources of the valley, and all property within the valley by essentially bisecting the valley. The only apparent justification for this is that regarding a visual effect on motorists, but there is no distinction or justification made for creating this effect in the study routes, as opposed to any other potential areas.

Attached hereto as Exhibit 1 is a map showing the Big Springs Ranch holdings, and with an overlay indicating the preferred alternative route. As you will note by a review of the panel 2-jurisdiction map, in comparison with the map denoted panel 2-alternative routes, and by review of Exhibit 1 hereto, the preferred routes affect over fifteen (15) sections of land owned by this landowner. This route would require the condemnation in excess of fifteen (15) miles of private land owned by this landowner, and would also adversely affect the thousands of acres adjacent to this route owned by this landowner.

C These facts, opinions and effects are highlighted by the almost unanimous public comment received at the meeting in Wells on

During the preparation of the SWIP DEIS/DPA there was no indication from Big Springs Ranch or Elko County that there were any development plans for this area. Link 211 was concluded to be the environmentally preferred route through this area. Conceptual development plans were received from CSY Development on October 7, 1992. The letter accompanying the concept plans stated a preference for Link 223 along the rail corridor and centered on the BLM's planning corridor. Links 221 and 223 now replace Link 211 in the Agency Preferred Alternative in this document (refer to Chapter 1 of this document).

B An extensive regional study was completed for this entire area and was coupled with the BLM's corridor studies completed during their Resource Management Plan process to plan a set of "reasonable and feasible" alternative routes. The regional study and alternative routes developed during this study were presented to the public during the scoping meetings in March 1989. Refer to Chapter 2 and Chapter 5 of the SWIP DEIS/DPA for a further discussion of the scoping process.

Private lands were not intentionally impacted by the routing alternatives. In fact, during the scoping process the public stated a preference for use of public lands over private lands for routing of alternatives. Private lands and environmental issues were both considered during development and refinement of the alternatives.

Visual impacts were adequately addressed and they do not overemphasize visual impacts of motorists using Interstate 80. Residences were considered the highest sensitivity viewpoints because of the long duration of views, while travelers on Interstate 80 received a moderate visual sensitivity rating. This was part of the criteria used in assessing visual impacts (refer to Table VR-7 of Volume III - Human Environment Technical Report). Refer to Appendix H of the SWIP DEIS/DPA for locations where the technical reports can be reviewed.

C Your comments are noted and will be considered in the BLM's decision process.

LETTER #A-9  
COMMENTS

C 7 August 1992, as well as the position taken by the Elko County Board of Supervisors at its meeting of 2 September, 1992. We trust that their written comments regarding this action have been duly received.

The map attached hereto as Exhibit "1" designates two (2) additional alternative routes which the area landowners and the county seek to have reviewed and studied. Both would generally relocate the proposed preferred route to the easterly side of the Goshute Valley, and along the existing transportation corridor within which the Northern Nevada Railroad is located. Alternative 2 would head easterly at a more northerly point, and result in less impact to Big Springs Ranch land in the Squaw Creek area.

This landowner, as well as all landowners in the area and Elko County, urges that these alternative routes be studied, and if found to be equal or superior in minimizing adverse impact, that one be adopted as the preferred route in this area.

3. The preferred route does not adequately address future impacts.

D Review of the DEIS/DPA clearly shows that the alternative routes were established based upon only existing land use, and that all design, study and review essentially ignored likely potential or future land uses. This is improper, since the overall use and value of the property owned by the landowner which will be affected by this project will be significantly reduced because of future impacts and the restriction on future use.

While we recognize that the diminution in value is a part of the compensation which must be paid in the event of condemnation, this is a separate issue from the impropriety of ignoring future use and effects in evaluating alternative routes for study and alternative routes for preference.

4. Summary.

The landowner of the Big Springs Ranch, the landowners in the adjoining community of Oasis, and Elko County have all commented and requested that an additional alternate route study be undertaken in the area of the Big Springs Ranch and Oasis. This consists of virtually all parties in the area who have an interest.

RESPONSES

D Future land uses were considered in the planning process. The BLM was not aware of the planned development until the public meeting in Wells on August 7, 1992. The BLM would have included the development plans in the impact assessment had they been made public or been on file with Elko County. The BLM's data collection at Elko County and the BLM Elko District never turned up any evidence of this development.

The future planned developments by Northern Holdings and CSY Development have now been considered (refer to Impacts to the Oasis Area in Chapter 3 of this document).

LETTER #A-9  
COMMENTS

RESPONSES

It is requested that the BLM authorize proper and thorough review of one or both of the alternate routes depicted on Exhibit 1. In the event of the adoption of one of such routes as the preferred route in the area, Nevada Big Springs, Inc. would not oppose the construction of the project.

We hope that you will take these comments into account in reviewing the DEIS/DPA. In particular, we hope that you will see fit to include additional studies along one or both of the routes suggested in Exhibit A, as a substitute for the preferred routes through the Goshute Valley.

Sincerely,

BROOKE & SHAW

By

*T. Scott Brooke*  
T. Scott Brooke *med.*

TSB:aj  
Enclosure

LETTER A-9

LETTER #A-10  
COMMENTS

Aug. 28, 1992

Dear Mr. Simonson:

Please act to prevent the "Southwest Isotermic Project". No powerlines should be routed down our fast disappearing natural valleys & there is no need justification shown for such a line.

A Rather, already built-upon right-of-ways should be utilized to meet any future or demonstrated need for additional power lines. The BLM should be defending our open public lands against new encroachments.

B The flora & fauna of the area in question, are in need of the protection for which BLM exists. In addition to the flora & fauna in the area, Great Basin rattail & the invaluable archaeological & historical sites in the direct pass of the proposed powerlines, would be would be negatively impacted.

LETTER A-10

RESPONSES

A The SWIP will require a new right-of-way specific to a 500kV transmission line. It is not possible to utilize existing rights-of-way that were granted for other uses. These existing or designated corridors have other utilities in them and may be considered "already built upon rights-of way". The SWIP routing alternatives utilized designated or planning corridors whenever feasible in meeting the project needs.

The SWIP would require a 200-foot wide right-of-way which may or may not overlay other rights-of-way that may be within a designated corridor (also refer to Right-of-Way on page 3-19 of this document).

B Your comments are noted and will be considered in the BLM's decision process.

LETTER #A-10  
COMMENTS

RESPONSES

Again, I apologize you to prevent this tragic  
loss of a valuable public trust in your  
hands.

Sincerely yours  
Michelle Buckner

M. Hie Buckner  
2818 Truman Ave  
Oakland, Cal. 94605

LETTER #A-11  
COMMENTS

RESPONSES

A Your comments are noted and will be considered in the BLM's decision process.

9/19/92

AWARD WINNING **IMPACT**

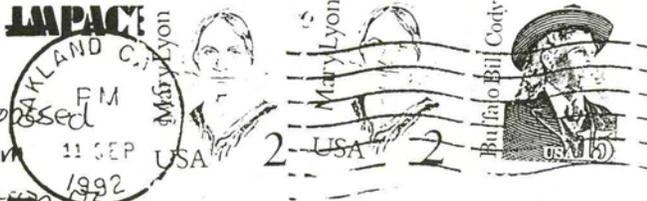
Dear Mr. Simanson,

I recently learned about the proposed  
Southwest intertie project. I am  
strongly against the construction of  
such massive powerlines across the  
Nevada desert; the impacts on  
the wildlife, the historical &  
archaeological sites & the visual  
impacts far outweigh the  
justification of regional power  
transfers.

I support the "No Action"  
alternative. - Roslyn Bullas

1865 Alcatraz Ave - Berkeley CA

94703  
= 2064 ORGAN PIPE CACTUS—ORGAN PIPE NATIONAL MONUMENT WAS ESTABLISHED  
IN 1937 ITS LARGE AREA IN SOUTHERN ARIZONA PROTECTS SOME OF  
THE MOST SPECTACULAR SONORAN DESERT SCENERY IN NORTH AMERICA  
PHOTOGRAPHER—DAVID MUENCH



Karl Simanson  
BLM  
Burley District Office  
Route 3 Box 1  
Burley, ID 83318

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LETTER A-11

LETTER #A-12  
COMMENTS

RESPONSES

959-B Nol St.  
San Francisco, CA.  
94114

- A All of your concerns are addressed in the SWIP DEIS/DPA. Your comments are noted and will be considered in the BLM's decision process. One of the criteria used in the selection of the environmentally preferred route and the Agency Preferred Alternative was paralleling existing rights-of-way.

Karl Simonson  
BLM Burley Dist. Office  
Route 3 Box 1  
Burley, Idaho 83318

Dear Mr. Simonson:

I am writing to express my opposition to the proposed Southwest-Intertie powerline project. This project would create massive impacts on open valleys in eastern Nevada. The visual impact would be tremendous. There is also potential for significant impact on desert tortoise populations, especially in the Pahrangat Wash area, and on hawks, eagles and other raptors that would be killed by the power lines. Additional concerns are the proximity of the proposed route to the Great Basin National Park, as well as potential impacts on the many archeological and historic sites in the path of the powerlines.

LETTER #A-12  
COMMENTS

RESPONSES

The No action alternative is the best. If the project must be built (I am not convinced that it is necessary), it would be better to follow existing right-of-way which have already been built upon, rather than to spoil pristine open valleys.

Thank you for your attention. I would appreciate a response.

Sincerely,

David Bunch

LETTER #A-13  
COMMENTS

September 12, 1992

Karl Simonson  
Bureau of Land Management  
Burley District Office  
Route 3 Box 1  
Burley, Idaho 83318

Dear Mr. Simonson,

I am writing to support the "No Action" alternative to the proposed construction of a 500 Volt powerline from Idaho to Las Vegas. No powerline should be routed down our fast disappearing natural valleys, nor has any justification been presented in the EIS showing a compelling need for the line. In fact this is a redundant line competing with another Utah to Las Vegas powerline such that, with two, neither could run anywhere near capacity. When more capacity is really needed, it can readily be added to the existing routes in Utah, thus preserving our public open-valleys for our own and future generations' enjoyment. The impact on a new area is far greater than expanding an already built-upon right-of-way. The BLM should be defending open public lands rather than assisting in their destruction.

- A [The negative environmental, historical, and social consequences of this proposal are immense. To mention a few, the visual impact to now-open valleys would be disastrous. Ravens are attracted to perch on power lines and feed on young desert tortoise, thus adding to the precarious struggle of this already threatened species. The powerline runs the same north-south route taken by one of the largest hawk migrations in North America. Every year numbers of hawks and eagles are killed by high voltage power. The route runs over Sacramento Pass through Great Basin National Park, creating a huge visual disaster in this popular scenic area. Directly in the path of the powerlines are an estimated 200 to 400 archaeological and historical resource sites which will be destroyed.

RESPONSES

A Please refer to the expanded Purpose and Need on page 3-1 of this document.

B There would be impacts to desert tortoise, although mitigation measures applied during construction should be very effective in reducing or eliminating these adverse effects. The question of transmission line impacts on hatchling tortoises is a subject of ongoing study. Raven predation on hatchlings in some portions of the Mojave Desert may be having a deleterious effect on tortoise population structure and the presence of transmission lines (providing nesting sites and hunting perches for ravens) may be contributory. The phenomenon appears to be localized, however, and generalizations cannot be made at this time. Further, given the presence of an existing transmission line, it is not obvious that increased perch sites will result in increased raven numbers, or raven predation. The BLM believes it is unlikely that perch site availability is currently limiting the potential for raven predation in the project area.

Given the structural configuration of 500kV transmission lines, the BLM feels that the potential electrocution hazard to birds of prey is relatively minor. The 500kV transmission towers proposed for the SWIP will utilize V-guyed steel lattice towers, self-supporting steel lattice towers, and tubular steel H-frames. The spacing between conductors on these structures is sufficient to prevent phase-to-phase or phase-to-ground contact. Conductors are hung on the towers at approximately 23 to 32 feet apart. Further, conductors are hung on insulating systems that will be 14 to 20 feet in length depending on tower design (refer to pages 2-12 through 2-14 of the SWIP DEIS/DPA). Because of the distance between conductors and the towers, other conductor bundles, static lines, and the ground, it is virtually impossible for even the largest species of raptor to be electrocuted as a result of alighting on conductors or the supporting tower.

The BLM acknowledges that numbers of raptors are killed each year in the United States as a result of electrocution. Most such incidents occur, however, on lower voltage distribution lines.

Refer to Avian Collision Hazards on page 3-89 in this document.

C The SWIP would not pass through Great Basin National Park. It would pass approximately two miles north of Great Basin National Park. To further minimize visual impacts to travel routes leading into the park, several minor

LETTER A-13

LETTER #A-13  
COMMENTS

E [Clearly, there is no compelling need nor moral justification for the proposed powerline; and there are many very compelling reasons to take no action.

Sincerely,



Kate Caldwell  
408 North Street  
Oakland, CA 94609

RESPONSES

reroutes through Sacramento Pass have been evaluated (refer to Sacramento Pass Mitigation Reroute on page 3-39 of this document).

No significant visual impacts to viewpoints in the Great Basin National Park would occur because of the distance of the alternative routes from these viewpoints. Non-specular conductors and steel H-frame towers across the highway would minimize other adverse visual effects of the SWIP.

D The SWIP DEIS/DPA indicates on page 4-86 that 200 to 400 archaeological and historical sites may be present along the selected route; it does not mean they will be destroyed. There is substantial flexibility in the design of transmission lines and associated access roads. If the project is approved, detailed surveys will be conducted to locate sites and assist project engineers to avoid and preserve most cultural resources in place. Measures to mitigate impacts on other sites will be developed in consultation with appropriate regulatory agencies.

E Please refer to the expanded Purpose and Need on page 3-1 of this document.

LETTER #A-14  
COMMENTS

Dear Karl Simonson,

This letter is regarding the powerlines that are to be put across untouched land in Nevada.

I don't think this has any purpose, since the only thing that can happen from it, is destruction. You can use the already built-upon right-of-ways rather than any designation of new right-of-ways. The impact on a new area is FAR greater than expanding an already built-upon right-of-way. When more capacity is really needed, let it be added to the existing routes in Utah.

A [ The impact on wildlife would be outstanding. Powerlines are a favorite spot for ravens to perch while seeking out young desert tortoise as prey. They are an endangered species. Please don't make them become extinct. Also the impact on hawks and raptors. The powerline will run the same north-south route taken by one of the largest hawk migrations in North America. Every year numbers of hawks and eagles are killed by high voltage power.

RESPONSES

A There would be impacts to desert tortoise, although mitigation measures taken during construction should be very effective in reducing or eliminating these adverse effects. The question of transmission line impacts on hatchling tortoises is a subject of ongoing study. Raven predation on hatchlings in some portions of the Mojave Desert may be having a deleterious effect on tortoise population structure and the presence of transmission lines (providing nesting sites and hunting perches for ravens) may be contributory. The phenomenon appears to be localized, however, and generalizations can not be made at this time. Further, given the presence of an existing transmission line, it is not obvious that increased perch sites will result in increased raven numbers, or raven predation. The BLM believes it is unlikely that perch site availability is currently limiting the potential for raven predation in the project area.

Given the structural configuration of 500kV transmission lines, the BLM feels that the potential electrocution hazard to birds of prey is relatively minor. The 500kV transmission towers proposed for the SWIP will utilize V-guyed steel lattice, self-supporting steel lattice, and tubular steel H-frame towers. The spacing between conductors and towers is sufficient to prevent phase-to-phase or phase-to-ground contact. Conductors are hung on the towers at approximately 23 to 32 feet apart. Further, conductors are hung on insulating systems that would be 14 to 20 feet in length depending on tower design (refer to pages 2-12 through 2-14 of the SWIP DEIS/DPA). Because of the distance between conductors and towers, other conductor bundles, static lines, and the ground, it is virtually impossible for even the largest species of raptor to be electrocuted as a result of alighting on conductors or the supporting tower.

The BLM acknowledges that numbers of raptors are killed each year in the United States as a result of electrocution. However, most of these incidents occur on lower voltage distribution lines.

Refer to Avian Collision Hazards on page 3-89 of this document.

LETTER #A-14  
COMMENTS

RESPONSES

There is estimated 200 to 400 archaeological and historical resource sites in the direct path of the powerlines. An estimated 50 to 125 of these are expected to have "significant value". Please do not destroy our precious resources. Without them we cannot live. I think we need to preserve natural habitat, don't you?

I would love to go somewhere and not have to look at a huge, ugly metal thing, when I could be looking at beautiful mountains.

I support the "NO ACTION" alternative. No powerlines should be routed down our fast disappearing natural valleys. No justification is presented in the report which shows a compelling need for the line. In fact it is a redundant line to compete with another Utah to Las Vegas powerline.

Please understand what is going to happen if this powerline does. I love this land, and I hate to see man being so selfish with it. After all, we couldn't survive without it.

Sincerely,

Michelle Cayagne

B Please refer to the expanded Purpose and Need section on page 3-1 of this document.

LETTER #A-15  
COMMENTS

RESPONSES

- A Your comments are noted and will be considered in the BLM's decision process.

Brenda S. Constance  
5817 Rae Dr.  
Las Vegas, NV 89108

September 3, 1992

Karl Simonson  
Bureau of Land Management  
Route 3 Box 1  
Burley, Idaho 83318

Dear Mr. Simonson:

Re: Southwest Intertie Project

With regard to the Southwest Intertie Project Draft Environmental Impact Statement/Draft Plan amendment, I would like to state that I am in favor of using a route away from Arrow Canyon. Arrow Canyon should be fully preserved for not only future generations but our generation as well.

Sincerely,

*Brenda S. Constance*

LETTER A-15

LETTER #A-16  
COMMENTS

RESPONSES

A Your comments are noted and will be considered in the BLM's decision process.

Joseph E. Constance, Jr.  
5817 Rae Dr.  
Las Vegas, NV 89108

September 3, 1992

Karl Simonson  
Bureau of Land Management  
Route 3 Box 1  
Burley, Idaho 83318

Dear Mr. Simonson:

re: Southwest Intertie Project

With regard to the Southwest Intertie Project Draft Environmental Impact Statement/Draft Plan amendment, I would like to state that I am in favor of using a route away from Arrow Canyon. Arrow Canyon should be fully preserved for not only future generations but our generation as well.

Sincerely,

Joseph E. Constance, Jr.

LETTER A-16

LETTER #A-17  
COMMENTS

Karl Simonson  
Bureau of Land Management  
Borley District Office

To Whom It May Concern:

A I am writing in regard to the Southwest Intertie Project. I urge you to support the "No Action" alternative to this project. No compelling economic justification was presented in the EIS to warrant such a huge powerline across such a vast expanse of wild lands. Nevada is one of the few states in the union that still has any wild, untouched valleys. It is crazy ~~to~~ to route big (probably unnecessary) powerlines across our few remaining pristine valleys rather than having them parallel existing roads and powerlines. "Visual impact" guidelines should be applied at least as strictly to unspoiled areas as they are to truck routes! And it is a visual insult to run a huge power corridor in the immediate viewshed of Great Basin National Park.

B

RESPONSES

A Refer to the expanded Purpose and Need on page 3-1 of this document.

B Routing alternatives favored designated utility corridors where there were already utilities rather than favoring pristine valleys. In fact the impact models favor areas that have been previously disturbed (e.g., existing roads, transmission facilities).

Travel routes with a large percentage of truck traffic and origin-destination travel were considered moderate sensitivity viewpoints, while viewpoints such as residences, trails, and scenic routes were considered high sensitivity. The Great Basin National Park is considered nationally and regionally significant. The potential impacts to viewpoints within the park and the highway approaches to the park have been considered in the impact assessment and comparison of alternative routes. Several mitigation reroute alternatives were analyzed in the Sacramento Pass area (refer to page 3-39 of this document).

LETTER #A-17  
COMMENTS

RESPONSES

The adverse environmental effects of these proposed powerlines is undisputable, particularly on the desert tortoise habitat in ~~the~~ Pahranaqat Wash and on the major raptor migration corridor in the Goshutes.

Sincerely,  
Ingrid Crickmore (friend and frequent  
1290 Hopkins #37 visitor of the Nevada  
Berkeley, CA 94702 wilderness)

P.S. I find the involvement of the LADWP in this project highly suspicious!