

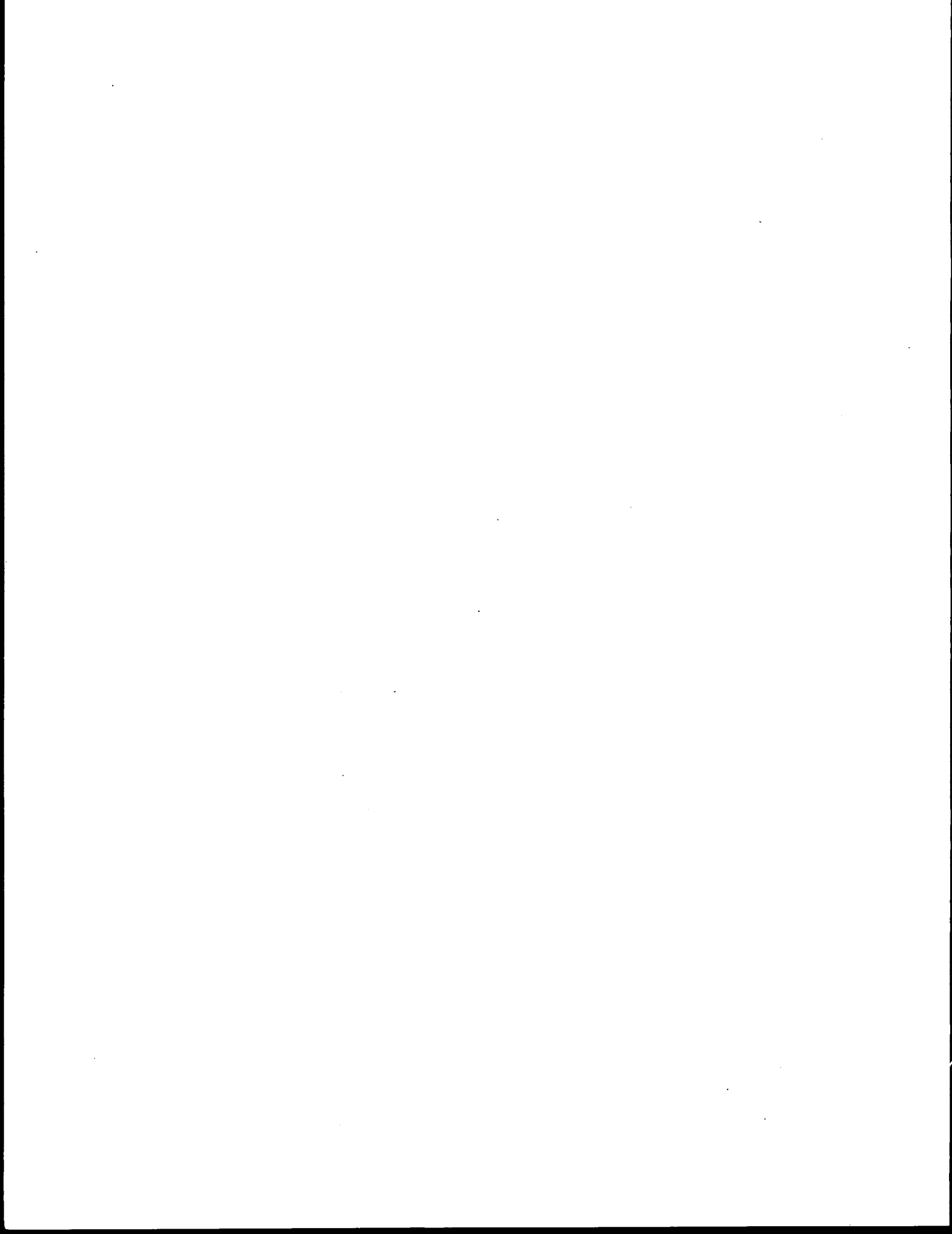
**VOLUME 3
Comments and Responses
T-1 through T-192 and
ST-1 through ST-36**

**FINAL
ENVIRONMENTAL IMPACT STATEMENT
ENVIRONMENTAL IMPACT REPORT**

**FOR THE
CALIFORNIA-OREGON
TRANSMISSION PROJECT**

**AND THE
LOS BANOS-GATES
TRANSMISSION PROJECT**

SECTION 1.0
INDEX TO TESTIMONY



1.0 Index to Testimony

Volume 3 contains the testimony from the public hearings conducted on the Draft EIS/EIR and the Supplement to the Draft EIS/EIR and the responses to that testimony.

Public hearings were held on the Draft EIS/EIR on:

- January 5, 1987 in Klamath Falls, Oregon and in Newell, California;
- January 6, 1987 in Yreka, California;
- January 7, 1987 in Redding, Dorris, and Round Mountain, California;
- January 8, 1987 in Williams, California;
- January 12, 1987 in Tracy, California;
- January 13, 1987 in Brentwood, California;
- January 14, 1987 in Vacaville and Coalinga, California;
- January 15, 1987 in Santa Nella, California.

Public hearings were held on the Supplement to the Draft EIS/EIR on:

- August 4, 1987 in Burney, California;
- August 5, 1987 in Newell, California;
- August 6, 1987 in Tracy, California.

Written statements or correspondence submitted at the hearings are included in this volume and can be found at the end of the testimony for each hearing. Each letter, statement, and testimony is identified by a T-# (testimony presented at a hearing on the Draft EIS/EIR), or ST-# (testimony presented at a hearing on the Supplement to the Draft EIS/EIR) and is reproduced in T-# order in Section 2.0 and in ST-# order in Section 3.0.

A list of the individuals presenting testimony or written statements at the hearings on the Draft EIS/EIR is provided in Table 1.0-1 in alphabetical order. A list of the individuals presenting testimony or written statements at the hearings on the Supplement to the Draft EIS/EIR is provided in Table 1.0-2 in alphabetical order. The column in the index entitled "Organization" is intended only as an informal aid in finding comments; it is not intended to fully represent the affiliation of all commentors.

Following the introductions to Sections 2.0 and 3.0, the testimony is reproduced on the left side of the pages with the commentor's specific comments bracketed. The right side of the page contains responses to those specific comments or a reference to a response to a similar comment.

Testimony presented at the hearings and not containing specific comments on the Draft EIS/EIR or the Supplement to the Draft EIS/EIR are reproduced to maintain continuity. A list of testimony or written submittals not requiring responses is provided in Section 3.1.2 of Volume 1 of this Final EIS/EIR.

When reviewing Volume 3, the reader should be aware that some consecutive T-#'s or ST-#'s were not used when logging in the testimony. Also, a few of the subcomment designators within the testimony may not be in alphabetical order. This occurred because during multiple reviews of comments, some paragraphs originally bracketed as a single comment were subsequently divided into more than one comment.

Some testimony may contain attachments. All attachments have been reviewed by the lead agencies; however, due to space limitations, some attachments were determined to be non-substantive and have not been reproduced. All testimony and attachments are available for public review at the offices of the lead agencies in Sacramento, California.

TABLE 1.0-1

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<u>Commentor</u>	<u>Organization</u>	<u>Testimony (T) Number</u>
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Allen, J.S.	Allen Ranch	T-176
Anonymous		T-100
Areias, J.		T-178
Aronado, L.	Reclamation District #2024	T-151
Arnaudo, S.		T-140
Arthur, G.		T- 2
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Barter, J. & E.		T-182
Basustin, P.		T- 83
Beebe, R.		T-142
Beers, R.	Citizens Against Trans- mission Line Easement	T- 77
Benton/Drake	University of California Livestock Farm Advisory	T- 84
Beresford, A.	Contra Costa County	T-156
Berryman, R.	Champion International Corp.	T- 81
Bettencourt, N.		T-162
Bosworth, B.	Shasta County Board of Supervisors	T-108
Bowen, J.A.		T- 15
Brady, C.	Positive Resolution of Power- line Problems	T-152
Brady, C.	Positive Resolution of Power- line Problems	T-172
Bragdon, H.E.	Contra Costa County Community Development Department	T-168
Briggs, G.	Roseburg Resources Company	T-109
Buckingham, Mr. & Mrs. K.		T- 34
Burgess, D.		T- 35
Burns, B.	Reclamation District #799	T-166
Byrne, D.	Tulelake Growers Association	T- 17
Byrne, D.	Tulelake Growers Association	T- 36
Byrne, M.	Modoc County Cattleman's Association and Lava Beds Resource Conservation District	T- 26
Campbell, J.		T-145

* Form letter; only T-185 is reproduced; see T-185 for response.

** Form letter; only L-155 is reproduced; see L-155 for response.

TABLE 1.0-1 (CONTINUED)

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Carlson, H.L.	University of California Agricultural Extension Service	T- 37
Carman, D.L.		T- 38
Carman, J. & S.		T- 39
Carpelan, M.	Shasta Nation	T- 74
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Chatten, J.D.		T-183
Cline, C.	Caliente Isle	T-150
Cook, J.C.		T- 68
Cooper, N.	Fallman Enterprises	T-149
Cope, J.W.	City Council of Malin, Oregon	T- 40
Cordonier, J.	City of Tulelake	T- 23
Cordonier, J.C.	City of Tulelake	T- 41
Cory, T.		T-136
Coulson, J.	Modoc County Board of Supervisors	T- 31
Crane, C.		T-135
Crawford, S.		T- 44
Cross, C.W.	Modoc County Planning Commission	T- 12
Cross, C.W.	Modoc County Planning Commission	T- 45
Dal Porto, R.		T-146
* Deckard, R.W.		T-185
Diersen, G.		T-160
Draper, M.	Citizens for Better Forestry	T- 85
Edgar, R.H.		T-122
Edgar, R.H.		T-125
Erickson, P.		T-120
Ericson, D. & P.		T-181
Fileccia, N.S.		T-101
Fleh, J.	Soda Mountain Wilderness Council and Friends of the Greensprings	T- 76
Florence, S.	USDI Bureau of Land Management	T-177
Frey, N.	Siskiyou County Board of Supervisors	T-115
Frey, N.	Siskiyou County Board of Supervisors	T-129
Gagarin, C.	Citizens for Better Forestry	T- 72
Gains, K.	Rancho Buena Ventura	T-104
Galeoto, Jr., J.C.	Tulelake Police Department	T- 46
Ganger, W.D.		T- 47
Garrison, K. & D.		T-114
Germino, J.		T-147
Gigler, A.R.		T- 33

TABLE 1.0-1 (CONTINUED)

<u>Commentor</u>	<u>Organization</u>	<u>Testimony (T) Number</u>
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Gigler, A.R.		T- 48
Gigler, A.R.		T-119
Gigler, A.R.		T-123
Graham, B.	Oregon Review Committee	T- 11
Graham, B.	Oregon Review Committee	T- 1
Graham, B.		T- 11
Greenbank, W.B.	Modoc County Agricultural Commission	T- 16
Griffith, M.		T-143
Gromm, B.	Reclamation District #799	T-148
** Guthrie, B.		T- 49
Halousek, C.		T- 50
Halsey, T.V.	Reclamation District #830	T-157
Harrington, J.		T-116
Hart, S.	Citizen's Against Trans- mission Line Easement	T- 78
Haslerud, E.	Roseburg Resources Company	T-111
Hathaway, A.	Shasta County Board of Supervisors	T-112
Haynes, M.A.	Haynes and Walden Farms, Inc.	T- 51
Hays, B.		T-106
Heiss, D.		T-131
Herum, S.	Neumiller and Beardslee	T-139
Heulhut, A.		T- 52
Holck, N.		T-141
Huffman, O.		T- 28
Hurlburt, D.		T- 14
Hurley, J.		T-180
Jennuakin, C.		T-169
Jennuakin, C.		T-163
* Jililian, A.		T-192
* Jililian, T.		T-191
Johnson, L.	Congressman George Miller	T-159
* Katze, G.		T-189
Kelleher, D.	Tulelake Growers Association	T- 32
Kelly, G.	Lava Beds Resource Conserva- tion District	T- 53
Kelly, G.	Lava Beds Resource Conservation District	T- 24
Kerns, J.	Klamath County Chamber of Commerce	T- 27
Klassen, H.	Modoc County Farm Bureau	T- 19
Knopf, C.		T-171
Kuck, D.	Siskiyou County Cattleman's Association	T- 82

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<u>Commentor</u>	<u>Organization</u>	<u>Testimony (T) Number</u>
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Lackey, T.	Champion International Corp.	T-103
Lackey, T.	Champion International Corp.	T-113
Laxague, J.	Modoc County Board of Supervisors	T- 42
Laxague, J.	Modoc County Board of Supervisors	T- 43
LeQuieu, J.		T- 25
LeQuieu, J.		T- 55
Lemke,		T- 54
Ley, H. & J.		T- 87
Lipski, J.A.		T- 88
Loveness, L.		T- 4
Loveness, L.		T- 30
Macken, A.		T- 56
Macy, N.	Macy's Flying Service, Inc.	T- 20
Macy, N.S.		T- 58
Macy, W.E. & N.		T- 57
Martin, P.		T- 75
Martin, P.		T- 92
Matzen, B.J.	B. J. Matzen et. al.	T-184
Mazzini, J.		T-134
McAuliffe, C.		T- 18
McCarroll, J.P. Jr.	Hearst Corporation	T- 89
McClain, S.		T- 90
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McCormack, F.	Izaak Walton League	T- 59
Meagher, R.	Concerned Citizens of Butte Valley	T-118
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Miller, G.	Committee on Interior and Insular Affairs	T-170
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* Moser, W.		T-187
Mussetter, R.	California Energy Commission	T-138
Nelson, T.	Assemblyman Phillip Isenberg	T-164

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<u>Commentor</u>	<u>Organization</u>	<u>Testimony (T) Number</u>
Nile, J.	Santa Fe Pacific Timber Company	T- 69
Nile, J.	Santa Fe Pacific Timber Company	T- 94
Oreck, R.		T- 73
Oreck, R.P.		T- 95
Ottoman, J.R.		T- 5
Ottoman, J.R.		T- 7
Peterson, D.	Modoc County-Klamath County Powerline Committee	T- 9
Ramsdell, B.		T-107
Ream, M.L.		T- 96
* Rentz, M.		T-190
Rhodes, P.		T-110
Robinson, L. & D.		T- 60
Rutherford, G.		T-133
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Sec. Pro-tem	Siskiyou County Republican Control Committee	T- 61
Shelley, T.	Senator Boatwright	T-165
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* Smith, D. & L.		T-186
Staats, R.	Representing State Senator John Doolittle	T- 29
* Stackwood, J.		T-188
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Sumner, S.		T- 97
Thackeray, G.	Siskiyou County Board of Supervisors	T- 98
Thiel, R.		T-121
Thiel, R.		T-126
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Torlakson, T.	Contra Costa County Board of Supervisors	T-167
Townley, S.		T- 99
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Tschirky, H.		T- 21
Tschirky, P.	Modoc County-Klamath County Powerline Committee	T- 10

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<u>Commentor</u>	<u>Organization</u>	<u>Testimony (T) Number</u>
Tschirky, R.		T- 64
Turner, H.		T-161
Valens, M.		T- 3
Victorine, J.	Tulelake Grange	T- 13
Vincent, A.R.	Klamath Basin Audubon Society	T- 65
Walden, D.D.	Haynes and Walden Farms, Inc.	T- 66
Weisenburg, L.A., Jr.	Delta Coves	T-158
White, J.	California Aviation Council	T-173
Whitehorn, S.	Roseburg Resources Company	T-132
Wood, W.M.	Klamath Sierra Club	T- 67
Zoller, D.	Greenhorn Grange	T- 71

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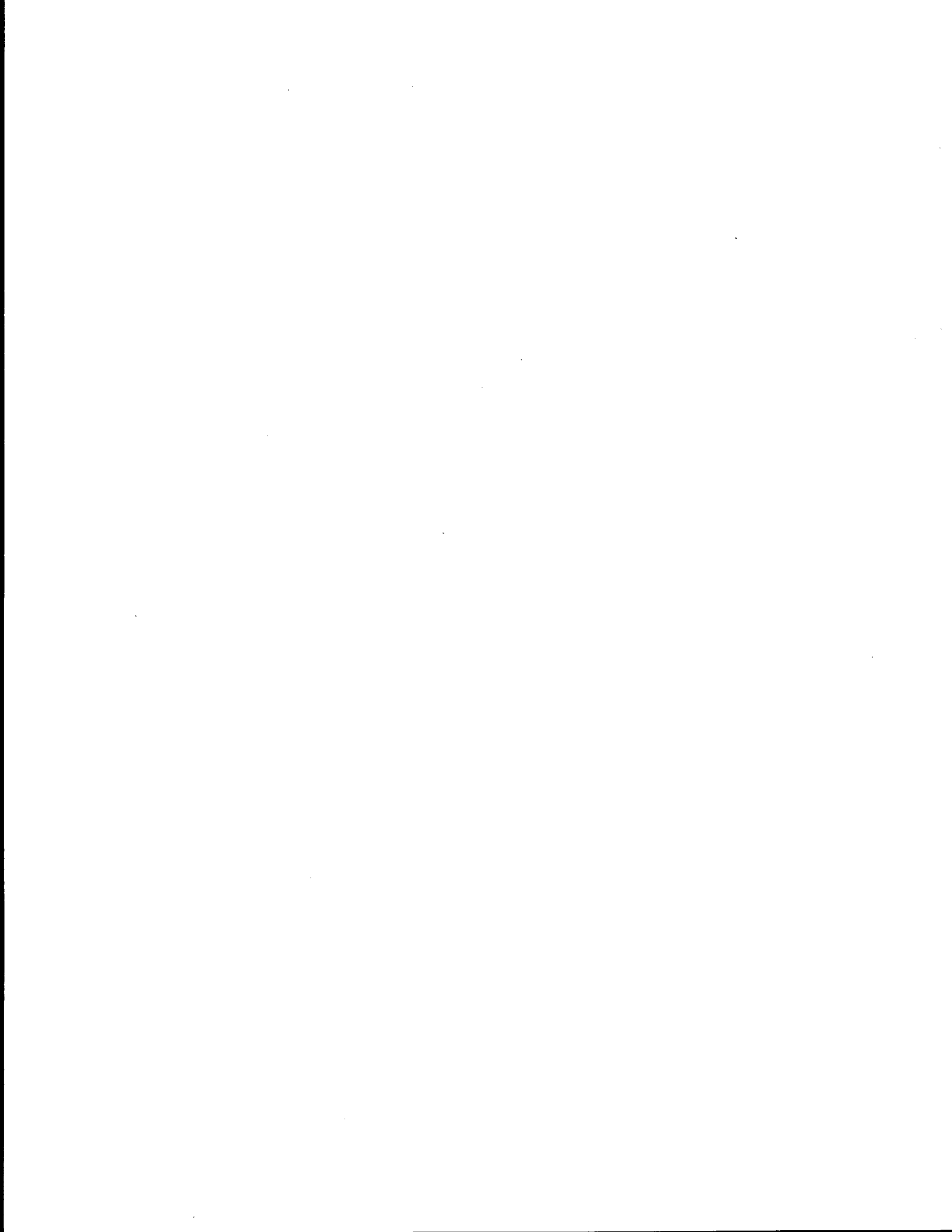
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RECEIVED ON THE SUPPLEMENT
TO THE DRAFT EIS/EIR

<u>Commentor</u>	<u>Organization</u>	<u>Testimony (ST) Number</u>
Agrons, B.	Oregon Representative	ST- 27
Arthur, G.		ST- 15
Berryman, R.	Champion International Corp.	ST- 8
Brady, C.	Positive Resolution of Powerline Problems	ST- 30
Briggs, G.	Roseburg Resources Company	ST- 6
Brown, N.		ST- 34
Burroughs, B.	Jersey Island Company	ST- 31
Byrne, D.	Tulelake Growers Association	ST- 17
Byrne, M.	Modoc County Cattleman's Association and Lava Beds Resource Conservation District	ST- 26
Coulson, J.	Modoc County Board of Supervisors	ST- 23
Cross, J.	Modoc County- Klamath County Powerline Committee	ST- 13
Dal Porto, R.	Dal Porto Properties	ST- 29
Dalton, W.		ST- 14
Graham, B.	Oregon Review Committee and Modoc County- Klamath County Powerline Committee	ST- 12
Halousek, H.		ST- 20
Halsey, T.V.	Reclamation District #830	ST- 28
Halsey, T.V.	Reclamation District #830	ST- 36
Hendershott, A.		ST- 10

TABLE 1.0-2 (CONTINUED)

<u>Commentor</u>	<u>Organization</u>	<u>Testimony (ST) Number</u>
Henwood, K.	Henwood Energy Services, Inc.	ST- 5
Johnson, F.		ST- 2
Kilian, C.		ST- 9
Klassen, H.	Modoc County Farm Bureau	ST- 24
Loveness, L.		ST- 19
Mazzini, J.		ST- 3
McCleskey, D.		ST- 1
McCormic, M.	Oregon Review Committee	ST- 21
Miller, D.		ST- 32
Peterson, D.	Modoc County- Klamath County Powerline Committee	ST- 11
Rechtin, J.		ST- 25
Roeder, N.		ST- 22
Sipes, A.		ST- 35
Thresh, C.		ST- 33
Toler, I.		ST- 4
Tschirky, P.	Modoc County- Klamath County Powerline Committee	ST- 16
Victorine, J.	Tulelake Grange	ST- 18
Whitehorn, S.		ST- 7

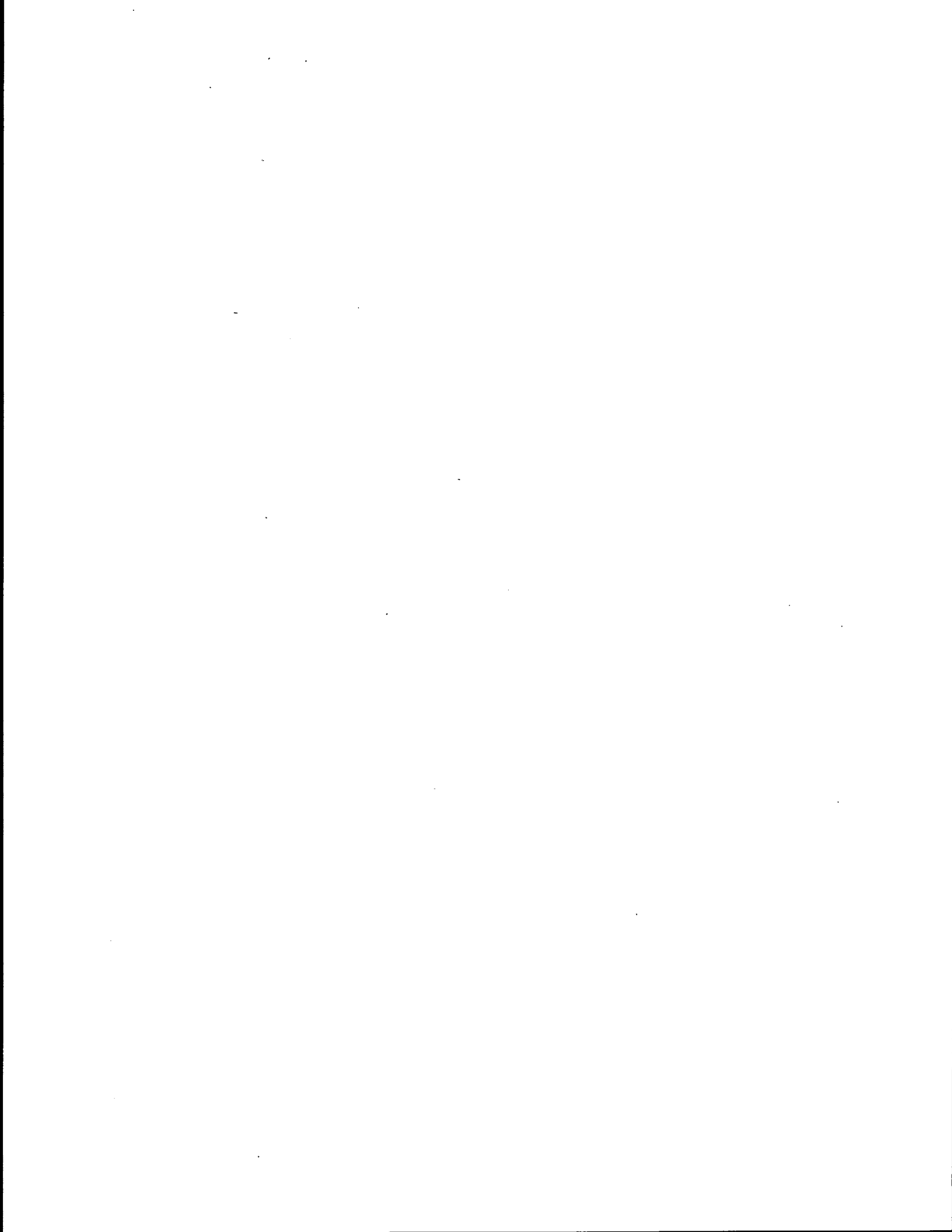
SECTION 2.0
TESTIMONY AND RESPONSES
ON THE DRAFT EIS/EIR



2.0 Testimony and Responses on the Draft EIS/EIR

Testimony T-1 through T-192 are reproduced on the following pages. Responses to the specific comments are presented across from each comment.

The hearing introductions were virtually the same for each hearing. As a result, the Klamath Falls hearing introduction is presented as an example of the introductory statements made by the hearings officers for the lead agencies at the hearings in the California-Oregon Transmission Project area, and the Santa Nella hearing introduction is presented as an example of the introductory statements made at the hearings in the Los Banos-Gates Transmission Project area. The remaining hearing introductions are excluded to avoid repetition.



TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

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Public Hearing Re:)
)
Draft EIS/EIR for the California-Oregon)
Transmission Project and for the Los)
Banos-Gates Transmission Project,)
Transmission System Reinforcement)
Facilities planned in the Pacific)
Northwest.)
-----)

---oOo---

Klamath Falls, Oregon

1:00 p.m.

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January 5, 1987

Reported by: Jan L. Benedetti
CSR No. 4643

KLAMATH FALLS, OREGON, MONDAY, JANUARY 5, 1987, 1:00 P.M.

MR. FEIDER: I would like to welcome you all to today's public hearing. My name is Jim Feider. I'm the Deputy Area Manager with the Sacramento Area Office of the Western Area Power Administration.

Seated immediately next to me is Archer Pugh, who is a private attorney who has been retained by the Transmission Agency of Northern California to represent them in these hearings.

Mr. Pugh and I are co-chairing this hearing for the purpose of receiving your comments on the Draft Environmental Impact Statement/Environmental Impact Report which was jointly prepared by Western and TANC, the joint lead agencies under the National Environmental Policy Act and the California Environmental Quality Act.

Other representatives of the Transmission Agency of Northern California, the Western Area Power Administration and Bonneville Power Administration are in the audience so that they may become aware of your comments as you give them.

The persons present here today are, from the Project staff, J. Abbott and Cheryl Shields, standing in the back of the room. Also, from Western Area Power, is Jim Hartman. From the Bonneville Power Administration is John Taves and Tim Murray.

The EIS/EIR is an informational document which is intended to inform public agency decision-makers and the public of the significant environmental effects of the proposed project, identify possible ways to minimize the significant effects and describe reasonable alternatives to the project.

The procedures we are following are intended to ensure that environmental information is available to public officials and citizens and to ensure that they can comment before decisions are made and before actions are taken.

Mr. Pugh will now give a short presentation on the projects discussed in the Draft EIS/EIR. Following that, there will be an oral comment period; and, finally, there will be a period during which written comments can be entered into the record.

Arch.

Mr. PUGH: Thank you, Jim.

The hearing this afternoon concerns the Draft Environmental Impact Statement/Environmental Impact Report of the California-Oregon Transmission Project and the Los Banos-Gates Transmission Project. Also included in this Draft EIS/EIR is the environmental report on the transmission system reinforcement facilities planned in the Pacific Northwest.

The electrical transmission projects are proposed by the public and privately owned utilities to expand and reinforce the Pacific Northwest-Pacific Southwest Intertie. The projects have multiple purposes and would essentially:

One, provide a third 500 kV AC transmission path between southern Oregon and central California, known as California-Oregon Transmission Project; complete a third 500 kV AC transmission path in the San Joaquin Valley of California known

as the Los Banos-Gates Project; and, three, reinforce the existing 500 kV AC transmission system facilities in Oregon and southern Washington, known as the Pacific Northwest Reinforcement Project.

The basic objective of the proposed actions is to economically help meet future power needs in the participants' service areas. The facilities to be constructed would serve many purposes, including the addition of approximately 1,600 megawatts of transmission capability for power purchases, sales and exchanges between California and the Pacific Northwest utility system.

The COTP is a proposal to construct or upgrade and operate approximately 340 miles of transmission lines and adjacent facilities.

These would include a new 500 kV AC transmission line from the California-Oregon border to the Redding, California area; upgrade an existing double-circuit 230 kV AC line owned by Western Area Power Administration to a 500 kV AC line from Redding to Tracy; and to upgrade and relocate approximately 20 miles of the southernmost portion of that Western line to a new and separate right-of-way; construct a new 500 kV AC transmission line between Tracy Substation and Tesla Substation; construct a new switching station in the southern Oregon border near either Keno, Malin or Pinehurst along existing Malin-Meridian 500 kV transmission line; construct a new substation called Olinda south of Redding; construct a new series compensation station near the town of Maxwell, California; construct, expand and modify the Tracy Tesla Substation and microwave communication system facilities in the project area.

The BPA Administrator must decide whether or not to allow interconnection of the COTP to the existing Intertie system and to upgrade the existing system in the Pacific Northwest to accommodate the additional capacity. The Administrator will be considering both BPA's Intertie development and use EIS and the COTP EIS in arriving at such a decision.

Participants in the COTP, including the Western Area Power Administration, will decide whether or not to construct the COTP.

The BPA has contractual rights and responsibilities with Pacific Power & Light Company to construct and own the interconnection between the COTP and the Pacific Northwest system. However, the responsibilities for interconnection have not been finalized and will be negotiated between the COTP participants and the Pacific Northwest entities. For these reasons, BPA is a cooperative agency under the National Environmental Policy Act for this EIS.

BPA has provided to Western the necessary environmental documentation concerning the Pacific Northwest Reinforcement Project.

The proposed action for the Los Banos-Gates Transmission Project includes the following facilities and activities:

Constructing approximately 84 miles of new 500 kV transmission line between Los Banos and Gates Substations; realigning the existing Los Banos-Midway No. 2 500 kV transmission line into Gates Substation; modify existing

substations to accommodate new electrical equipment and new line; and reconductoring portions of the Gates Arco-Midway 230 kV transmission line.

The Pacific Northwest Reinforcement Project is a proposal to construct new, modify existing and operate facilities consisting of approximately eight miles of transmission line, ten substations and four series compensation stations in Oregon and southern Washington.

The proposed action also includes constructing transmission lines to loop existing lines into substations and upgrading short sections of existing transmission lines, possibly constructing a new series compensation station called Marcola, expanding substations to adjacent properties or relocating equipment within substation yards.

The public involvement process for the proposed project began with 34 public and agency scoping meetings held in California and Oregon. These meetings were designed to identify the issues, concerns and alternatives to be considered in the planning and environmental analysis of the project.

Following the scoping meetings, there were additional workshops held in July of 1985 to review and obtain comments on the two- to five-mile-wide corridors that had been identified. Information from the workshops was used to help develop alternative routes 1,500 feet wide within the corridors.

Another series of agency and public workshops followed in November and December of 1985 to discuss preliminary alternative routes and to help identify the environmentally preferred alternative.

Additional public involvement and informational meetings were held throughout the southern Oregon border area and California communities between January 1986 and November 1986. The purpose of these meetings was to describe and obtain additional data on route alternatives.

For the COTP, a project preferred alternative has been identified that is coincident with the environmentally superior alternatives.

In the northern section of the study area, from the southern Oregon border area to the Redding, California area, north Alternative D was selected as the project preferred route because it satisfies transmission system reliability considerations by providing adequate separation from the existing Intertie and because it minimizes the potential for environmental impacts.

Transmission system reliability was a primary factor influencing the location of the COTP transmission line routing alternative. To minimize the potential for a simultaneous power outage for the COTP and the two existing AC Intertie lines, a minimum separation, where possible, of five miles between the existing AC Intertie lines and the new 500 kV lines where there is a forest fire potential north of Redding; and a minimum separation of 2,000 feet between the existing AC Intertie lines and the new 500 kV line south of the Sacramento River has been utilized by the COTP participants.

There is no alternative route for the upgrade between the Redding area substation and the Sacramento River, since it was

judged to be environmentally superior to any new routing alternative.

In the southern section between the Sacramento River and Tracy Substation, south, Alternative Route B is both the environmentally superior and project preferred alternative because environmental impacts are minimized while providing adequate separation from the existing Intertie.

For Los Banos-Gates, the preferred route is the west corridor and the proposed route segments for that were determined to be superior based on environmental, engineering and economic factors. The preferred route is west of Interstate 5 for nearly its entire 84-mile length until it crosses I-5 just north of Jayne Avenue into Gates Substation.

Jim, that's the end of the presentation on the project.

MR. PEIDER: Other than the presentation you heard from Mr. Pugh giving you a brief overview of the proposed project, we have no other presentation today.

The purpose of this hearing is to listen to and receive any comments that you might have on the document and the proposed project.

The document, the joint Draft EIS/EIR, has now been available for your review in local libraries and planning departments since the first week in December, 1986.

In soliciting your comments, we ask that you focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.

Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. A reference to specific pages or sections in the document would be helpful. Commenters should explain the basis for their comments whenever possible and should submit data or references in support of their comments.

Both TANC and Western will evaluate the comments received here and will respond to all the environmental issues raised. The responses will be provided in the Final EIS/EIR, either in the form of a revision to the text or a separate written response.

The reporter will record the words that are spoken here and type a transcript so that the comments can be properly evaluated and a written response prepared for the final environmental document.

In addition to or instead of making an oral comment today, you may fill out a comment form and place it in the box during the hearing or you may still comment in writing until the end of the comment period, February 3d, 1987.

Please remember that the reporter can only take notes on one speaker at a time and can only record what is clearly said.

If those of you who have signed up to speak will please raise your hands, it will give us an idea of how many we have. I also have a sign-up list here. Could we have a show of hands? We count five so far.

Please make sure that you have provided your address and telephone number on the sign-up sheet to speak so that we can

T-1

follow up, if your comment presents issues that we develop questions about. If you represent a group or agency, please identify it and give its address and phone number, too.

When you approach the microphone, please state your name and address and please speak clearly. Either myself or my co-chair, Mr. Pugh, may ask questions to clarify your comment for the record.

With that, we will open it up for comments from the public. the first name I have on the list here is Mr. Bill Graham.

T1 - BILL GRAHAM:

Thank you. Is it working? Okay.

I am Bill Graham. I own and operate a farm near my land in Klamath County. My testimony is on behalf of the Oregon Review Committee.

I am one of three citizen members on the committee. The others are Paul Caffery of Pinehurst near Ashland and Mavis McCormick, from Reno.

Each of our communities is near a candidate corridor and route for the proposed 500 kilovolt power line. Route D in my community is now the preferred route.

The Oregon Review Committee was created a year ago by the Oregon Department of Energy. The Department, at the direction of Governor Atiyeh, has assumed an open forum for full public review of the proposed project. This forum is in lieu of the hearings process that would have been provided by the State's Energy Facility Siting Council. The Oregon portion of the power line is too short to come under the Council's siting authority.

The Governor gave the Review Committee three tasks: One, make sure the discussions and decisions are made in a full and open public process; two, determine if the project makes sense for Oregon -- that is, weigh the economic costs and benefits and make a judgment about the project's worth to Oregonians; three, review routing and construction criteria and compare project routes.

The Committee must make a judgment about the physical impacts that the project would impose on the land, our communities and the environment. The committee cannot make a final judgment now on all the proposed routes. We are still comparing the draft study results with our standards on routing and construction.

More importantly, the committee will not pass judgment now on a preferred route and substation placement. We believe that new line and substation sites should be studied along the Malin corridor.

Here are our proposals. First, we recommend that the following Oregon route proposed by local citizens be evaluated in the Final Environmental Impact Statement.

If I could draw your attention to the map on the back wall in the center? Substation Sites B and C are two sites that have been environmentally evaluated in the impact statement.

Now, from what I understand, looking at a third site, A,

A

B

A

The Southern Oregon Substation (actually, a switching station) and transmission line locations suggested by Mr. Graham and others were considered and are discussed in the Supplement to the Draft EIS/EIR. The route is North 1, called the Loveness-Graham option, and the switching station site is E3. They have both been included in the Project preferred alternative.

B

See response to T-1 A.

T-1 (continued)

B C which is located approximately 2,000 feet north of their Site B. And while I am here, the citizens on the Oregon side have proposed an alternate route that is close to the preferred route, but would have less environmental impact on the agricultural lands and less impact on the people of the area.

And the project's preferred route would take this route, just skirting the farmlands. The problem is, there is an airstrip at this point, and the proposed line would be very close to the approach to this airstrip. And so the citizens on the Oregon side have proposed an alternate route that would go slightly further up on the hill, that would not add, basically, to any visual impacts, and it would be off the agricultural land. There would be less private land involved. It would be more BLM land or public lands involved.

And the people on the Oregon side feel this would work extremely well in regards to eliminating some of the impacts. And it ties in very nicely with the proposed line, which crosses the Oregon border. I will go into more detail at the meeting this evening in Newell, but it also ties into a citizen proposal on the California side, which is an alternative, we feel, to the preferred route. We will go into that in more detail this evening.

D The local citizens proposed this route for several reasons. This route is further from a local airstrip. Preferred Route D passes too close to the proposed power lines.

The citizens' route bypasses a planned residential development. Plans for this development have not been submitted to the county, but road construction has taken place. I will show you briefly where that development is.

The planned development for which roads have been built is in this area right here. It's off the agricultural lands. It's slightly higher, a slight knoll. As far as building sites and keeping away from ag land and taking up more ag land with home sites, it's an excellent area. And proposed route would be sufficiently far back that it would not affect these residential sites.

MR. PEIDER: Excuse me, Mr. Graham.

For the record, could you maybe indicate the number of miles in relationship to where the City of Malin is to point out where the proposed development is that you are describing?

MR. GRAHAM: Okay. Malin is approximately south -- be southwest approximately four miles, three to four miles, probably about four miles.

MR. PEIDER: Thank you.

MR. GRAHAM: As I mentioned earlier, the citizens' route crosses more BLM land and less private land than the existing route and skirts cropland.

E We have not evaluated the possible physical, economic and technical impacts of the proposed route. Nonetheless, we believe that it merits study.

F Secondly, we recommend that a new substation site be evaluated in the Final Environmental Impact Statement. Of the two sites proposed in the Malin corridor, Site E-1 and E-2, which is -- I believe it's A and B -- excuse me -- C and B on the map.

C See response to T-1 A.

D See response to T-1 A. The original preferred route identified in the Draft EIS/EIR was not judged by the lead agencies to be too close to the Loveness airstrip or planned residences. The route parallels the airstrip but is located in accordance with FAA regulations for airstrips of this type. The planned residences are building sites owned by Mr. Loveness that were not yet complete in county records.

E See response to T-1 A. The potential impacts of North 1 are addressed in the Supplement to the Draft EIS/EIR.

F A third site in the vicinity suggested was analyzed for potential impacts to resources in the Supplement to the Draft EIS/EIR and is further discussed in Section 1.1.2 of Volume 1 of the Final EIS/EIR.

T-1 (continued)

F We prefer Site E-2 or Site B -- they have changed the numbers on me here. Site B. We prefer that of the two that's been environmentally evaluated. But we believe a site north of E-2, which they refer to as A on the map back here, may have even fewer impacts.

G As far as we know now, this area has several advantages. Visual impact is reduced; slopes are gentler; and the area is an adequate distance from the Malin substation and we feel this site merits further evaluation.

H Our preliminary view also has found possible gaps in the visual impacts of route in the Malin and Keno corridors. We will be examining these and sending in detailed written comments on these.

Comment -- that concludes my comment in reference to the Oregon Review Committee, which I am speaking for the Oregon Review Committee.

Now I would like to make a couple comments, personal comments, of my own.

I In Volume 1, Land Use, Page 4.1-37, there is references to agricultural preserves or the Williamson Act. And because Modoc County does not participate in the Williamson Act, there is no agricultural preserve lands which are crossed. And because there are no agricultural preserve lands, it appears in your statement that there is less impact on agriculture in corridor -- not corridor -- but on Route D than in the other routes. And therefore, your conclusion is that Alternate D has the least impact on land use resources. And apparently, it's because Modoc County does not have the Williamson Act in effect.

And I feel that has not been properly addressed, because that does not mean that Modoc County does not have viable agricultural lands that are just as important as lands that are in the Williamson Act.

J In regards to the visual, Volume 1, 4.1-28, you mentioned on the visual aspects there, it seemed to be mainly concerned about crossing of major highways or scenic highways and the visual impacts it has in that regards. But there is a significantly negative visual impact that would occur for a length of approximately 16 continuous miles along the eastern slopes of Bryant Mountain into California where the line virtually parallels the old Alturas highway to where it intersects scenic Highway 139.

The visual impacts would be extremely negative due to the lack of taller vegetation found in other areas that do a better job of reducing the visual impacts. We are at a basically open area and the visual impacts carry on considerably farther in the open areas than they do in the more confined areas, the forested areas and whatnot.

We feel that we need to be -- more evaluation should be placed on visual effects in open country as compared to forested areas or areas that will take up more visual effect, so there would be less impact and perhaps a different evaluation on visual effects in open areas should be taking place rather than whatever criteria you may have used. We feel that the visual should be significantly more important in our area since it is more open.

G See response to T-1 A and T-1 F.

H The Oregon Review Committee's comments on visual and other resources are presented in Volume 2B of the Final EIS/EIR under L-310.

I See response to L-297 I.

J See response to L-330 Fl.

T-1 (continued), T-2, T-3

K And in Volume 1, Table 1-A, in the Summary of Routing Alternatives COTP, by comparing the information and figures in your summary -- that is, by comparing the significant impacts with the less significant impacts; and you have placed dollar values and acre values on some of these impacts. By comparing these, I personally can't see how you can come up with the conclusion that the eastern corridor is environmentally, quote, superior, is an environmentally superior alternative. When you compare your summary with the figures in your summary, it does not show that the eastern corridor is a superior corridor for putting a third AC line.

Thank you.

MR. PEIDER: Thank you, Mr. Graham.

The next speaker on our list is Glen Arthur.

T2 - GLEN ARTHUR:

My name is Glen Arthur and I reside at 1145 Tamera Drive, Klamath Falls, Oregon; however, I own property in California which is sensitive to this transmission line.

A So I will comment here only on as a consumer. I mean, there probably isn't going to be too much said about the impact upon consumers. And from the Oregonian standpoint, I fail to see why any consumer would want to support this project at all.

And that is because of the fact that, if we believe history, which tends to repeat itself regularly, they can only pay higher and higher rates as a result of this transmission line which is bleeding away their power. And, as history will prove, you have times in which your power manufacture drops off dramatically due to droughts and such. So the end result can only be higher fees for the consumer in Oregon.

And from that standpoint, that is all the comment I have here. I will be at the meeting tonight in which we submitted written objections and answers to all the impact statements and everything. And I will be there tonight and present that.

Thank you.

MR. PEIDER: Thank you, Mr. Arthur.

The next speaker on our list is Marc Valens.

T3 - MARC VALENS:

Marc Valens from Beatty, Oregon.

We have had two major north-south interties through Beatty for quite a few years. A few years ago, they built a third one. And the visual impact there is terrible. We have three major power lines running north-south right through our area.

A My concern is not which route of these is effective, but, as the previous speaker, about the whole idea at all. Oregon is becoming a freeway for northwest power going to California. And if some of the British Columbia projects come on line, with the many thousands of megawatts proposed, I am afraid that Oregon is just going to support transmission lines through Oregon, taking power from British Columbia and Washington down to California.

K See responses to L-310 A, L-310 B, L-310 C, L-310 D, and L-371 E.

A The BPA IDU Draft EIS, referenced in the COTP Draft EIS/EIR, evaluates the costs and benefits of the COTP to the Northwest and California. To the extent the two regions experience lower power costs, as is forecast with construction of the COTP, the ratepayers can expect lower power costs as compared to the costs that would be incurred without the COTP. See the responses to L-3 T and L-329 A for a more complete discussion of the reasons Northwest ratepayers will not be subject to power cost increases attributable to the COTP.

A The economic analysis of the Project is based on existing and planned resources in the PNW. BPA's proposed Long-Term Intertie Access Policy grants access to the Intertie for Canadian power on a non-firm basis only when there is capacity on the Intertie that is not needed by U. S. resources. Firm access is conditioned on reaching contractual agreement with BPA for an arrangement that assures no harm to BPA's customers. For further discussion of the COTP benefits to the Northwest, see the response to L-329 A.

T-3 (continued), T-4

B We can't even tax most of these lines. We are not getting anything out of it. I basically think that you, in your EIS, should be looking at the cumulative effects of one more power line and possibly more in the future, and the ones that are already in existence, on Oregon's environment, with these -- this is what I call the freeway of power just running through Oregon.

D And I am also concerned that, as we get more of these north-south lines in place, there will be pressure to use them, and the BPA and others will obligate, have long-term contracts to supply Los Angeles and other southern states, and then, if we have growth here in the Northwest, the power won't be available here. We will already have it obligated down south, which will put pressure on us to build more plants up here.

E And my -- my main concern is that I think that we have to look beyond this individual project to the cumulative effects on all these projects and what effect that has on us here in Oregon. Thank you.
MR. PEIDER: thank you, Mr. Valens.
Our next speaker is Loren Loveness.

T4 - LOREN LOVENESS

A My name is Loren Loveness. I reside at HC-62, Box 21A in Malin and my family has lived in the Malin area for 40 years. I feel that the Draft EIS/EIR report for this project has not produced objective information concerning the effects of this line on the residents of this area. I feel the data is vague, incomplete and one-sided.

B The following issues I feel have been improperly addressed: First of all, the visual impact. The criteria for visual effects should be modified in different geographical areas. The criteria for mountainous area or forested area should be different from that of an open area.

C The second is wildlife. The conclusions reached in the current report are inaccurate. The area in question is very difficult to evaluate without extensive, long-term, on-site, year-round studies being made. It is difficult to carry out these studies, as frequent access is buffered by private ownership of the land and the topography is not conducive to frequent wildlife study.

D I have lived in the affected area for many years, and visits from the Fish and Game Department during deer hunting seasons were made at my request. I would like to know what specific questions were asked of the Fish and Game Department concerning this report.

E The other item, airport. The proposed route is dangerously near the approach end of Runway 16 of the Loveness Farms Airport, an airport that is registered with the State of Oregon. This strip is registered for emergency use, as a base for search and rescue operations and as a base for agricultural spraying. It is used regularly for business travel and is a viable option for air pilots around the Basin because the elevation of the airstrip keeps us out of the fog quite frequently.

F Farmland. The Oregon portion of the route shows potential

B Although the COTP facilities in Oregon may or may not lead to changes in local property taxes (depending on whether a public or private utility builds the facilities), they will have some value to all customers of PNW utilities, including residents of the Malin Area. Upgrading the Intertie facilities is projected to provide for the sharing of net costs of generating power for PNW utilities with non-PNW utilities, due to the sales of surplus firm and non-firm power and capacity. This would, therefore, help to keep electric rates lower than would be incurred in the absence of the COTP. In addition, in later years, after the region's firm surplus power is not available for export, capacity/energy exchanges with California (which are possible because of seasonal diversity in power needs) will allow the PNW to defer building new generating resources.

C See Section 1.1.4 (cumulative impacts) in Volume 1 of the Final EIS/EIR for additional discussion on this topic. The IDU EIS prepared by the Bonneville Power Administration and summarized in Appendix D of Volume 3A, also addresses impacts to the Pacific Northwest.

D The Draft and Final IDU EIS documents include an analysis of the effects of long-term firm contracts on new resource development in the PNW and California. The analysis suggests that in some cases (particularly exchange contracts), long-term firm contracts can provide for sharing of the cost of new resource development between both regions. For further discussion of the COTP benefits to the Northwest, see the response to L-329 A.

For a discussion of why fewer, not more, resources will be required in the Pacific Northwest if the COTP is completed (as compared to the case in which it is not constructed), see the response to L-3 T.

E See response to T-3 C.

A Comment noted. The lead agency staff and consultants have addressed potentially significant effects of the COTP in accordance with the applicable regulations.

B The criteria for evaluating visual impacts in the Draft EIS/EIR take account of differences in terrain, vegetation, and development in the various portions of the study area. These criteria are described in Section 3.7 (Visual Resources) of the Data and Impact Analysis Report in Volume 2A of the Draft EIS/EIR.

C Comment noted. The criteria for evaluating wildlife in the Draft EIS/EIR are described in Section 3.5 (Wildlife) of the Data and Impact Analysis Report in Volume 2A of the Draft EIS/EIR.

T-4 (continued)

D Numerous contacts were made with several personnel from the Department of Fish and Game and other agencies. Questions were asked concerning all important wildlife resources in the area including big game, waterfowl, threatened and endangered species, raptors, and nongame species. Site-specific information was collected on raptor nesting locations, waterfowl feeding areas and flight paths, big game seasonal ranges and concentration areas, bald eagle roosting and feeding areas and eagle flight paths. Field work was conducted in the area to evaluate habitat conditions. In total, a great volume of information was collected on wildlife resources.

E See response to T-1 D.

T-4 (continued), T-5

F for passing over three-quarters of a mile of prime irrigated farmland. This is not brought in.

G Aerial crop spraying. There is potential danger for spray pilots over a one-mile area where the proposed route passes near irrigated farmland. The crops under the power line could not be effectively sprayed, and thus poses economic hardships for the growers.

H Electrolysis. This is a reduction -- causes a reduction in normal life of aluminum and steel main lines due to electrolysis caused by high-voltage power lines. This route parallels the main line for approximately one mile.

I Home building sites. Three prime building areas for farm family members will be ruined by the power line construction. In some cases, roads were already constructed before any knowledge of the proposed power line.

J Noise. There is a definite potential for noise increase in rural area that should be addressed by an unbiased independent firm during different weather conditions.

K I would like to see studies on the above issues financed in a manner independent of COTP influence. Furthermore, the Modoc County-Klamath County Power Line Committee has proposed a viable alternative route that the people of this area could live with this, and this proposal was ignored by the California-Oregon Transmission Project.

L Thank you.
MR. FEIDER: Thank you, Mr. Loveness.
The next speaker I have is James R. Ottoman.

T5 - JAMES OTTOMAN:

I am James R. Ottoman. I reside at Malin, Oregon, HC-62, Block 54.

You know, it wasn't until about December 29th, just a few days ago, that I received this letter in the mail making me aware of your substations located right above our valley. Maybe it's due to my neglect.

What I am going to do is comment strictly on your substation location and certain facets of it.

A The very first one is your name. You know, we live on the eastern side of the Cascades. We are eastern Oregon. We may be southeastern Oregon, but we are certainly not Southern Oregon Substation. When you talk to people in Portland or Seattle or someplace and you mention Southern Oregon, you're talking about I-5, Medford, Grants Pass, that area.

So I strongly suggest that you find some other name for your substation if it's going to be located in that particular area.

The second point is, if you look at the present Malin Substation, they have done a terrific visual environmental location of that substation. I understand it's one of the biggest in the West Coast or probably in the country. All we can see from it on a very low, cloudy day is the lights from that.

B Your location on every one of these that you are proposing will be a detriment to the whole Klamath-Tulelake Basin on a visual aspect of it, especially in the evenings. Once in a

F Table 3.6-10 in Volume 2A of the Draft EIS/EIR shows 0.34 miles of irrigated farmland in Klamath County crossed by Alternative D. This is depicted in the land use map in Volume 4A of the Draft EIS/EIR. The difference may be due to the reviewers particular selection of a centerline as compared to the reference centerline used in the Draft EIS/EIR that is in the middle of the 1,500-foot wide route.

G See responses to L-14 A and T-175 H.

H Electrolytic or galvanic action due to ground currents is not a problem along transmission lines since, during normal operation, these currents are too small to be of any consequence. The tower steel will be encased in concrete and will be sufficiently separated from pipelines so that a galvanic cell will not be established.

I Comment noted. The final alignment of the line within the preferred route could avoid displacing these home building sites. In addition, route option North 1, the Loveness-Graham option as presented in the Supplement to the Draft EIS/EIR and the Final EIS/EIR, would reduce potential impacts to residential development. This route option has been included in the Project preferred alternative.

J See response to L-329 Cl.

K It is not uncommon for an agency to function as a project proponent and lead agency; to prepare the environmental documentation; and to implement and monitor the project. This scenario is true for the federal land management agencies and many state agencies. TANC and Western are no different in this respect. TANC and Western are the lead state and federal agencies for environmental documentation and cannot require someone, independent of the COTP, to finance and conduct such studies as you suggest.

L The alternatives discussed by the Modoc County/Klamath County Powerline Committee have been addressed in the Draft EIS/EIR as the Copic Bay Option; Volume 1, page 4.1-41. See response to L-330 H.

A The name "Southern Oregon Substation" is a temporary designation and will not be the final name. Normally, substations are named after local towns or landmarks. Present plans call for the Bonneville Power Administration to design, construct, and establish a name for the substation.

B The COTP is aware of concerns regarding the impact of new area light sources on the rural environment. If, during final design, analysis indicates that glare from the proposed substation will still be a significant impact to the surrounding community, light shields and directional lighting can be used to reduce the visibility of the new light sources. However, such interference is not likely since substation lights are normally off at night unless there is an emergency or occasional night work is required.

T-5 (continued), T-6

B [while, we get to see the Northern Lights, not too often, but it's a great sight to see in the Klamath Basin. With your location you are proposing now, it would definitely limit that.

If we wanted to live in a city -- that's why we are living in the Malin area, in the Klamath Basin, out in the rural areas. Heaven help us. I don't know how many of those are going to be left. But if we wanted to see something besides stars and moons and the Northern Lights, we would move into L.A. where you are shipping this power.

Anyway, I can't strongly advise that, when you select your substation site, that you give really a lot of consideration, use the pattern that was established on the original Malin Substation.

C [If I could suggest some names, Malin-Meridian Substation, Southeastern Substation, but certainly not Southern Oregon Substation.

MR. PEIDER: Thank you.

The last speaker that I have signed up is Edwin Stastny.

T6 - EDWIN STASTNY:

I am Edwin Stastny. I reside at BC-62, Box 24, Malin, Oregon, 97632.

A [Gentlemen, I would like to address a little different phase than the other people have, and that is the harm that a line through the agricultural area would create. Now, I think it's been mentioned before at several other meetings but I think we need to go into maybe a little more definitely than we have before.

I [I think the power through the valley in the first place is all right, if it's kept off of farmland. But I think assurance should be made to the people in the basin that, if we should need more power, that it will be available to us on a first-serve basis, rather than to be shipping it out of the basin, and also, to be given to the people in the area at a reasonable price.

Usually, what happens -- and it was mentioned before -- the power companies continue to increase prices to the consumer, which really isn't right. If there is a surplus, then certainly the power should be cheaper.

B [Now, the farmland not farmed on BLM land has space for those lines and they could be put there. I know you are probably considering that. But certainly, from farmland standpoint, that is the number one priority.

To really understand the hardships that a farmer is tied in when he has sprinkler lines and so on, it isn't just that these lines are put out there on the land and you turn the pump on and you sprinkle the water on and raise your crops. If you have wheel lines, they are about a quarter of a mile long. They are made up of forty-foot sections which have -- if your tower or pole is in the middle of that, you have to remove an eighth of a mile of them, piece by piece, and then reassemble it after you have moved it past the power pole and put it back together.

Now, this has to be done, at least, travel over the ground,

C See response to T-5 A.

A Comment noted.

I The COTP is projected to have substantial benefits to ratepayers throughout the PNW, including residents of Oregon. The sale of surplus firm and nonfirm power and surplus capacity will help provide for the sharing of the net costs of generating electricity in the PNW with non-PNW utilities, and thus help keep electric rates in the PNW lower than in the absence of the COTP. See also the response to L-329 A.

For a discussion of the Pacific Northwest regional preference to power from some sources see Section 3 of Public Law 88-552 and Sections 9(c) and (d) of Public Law 96-501, the Pacific Northwest Electric Power Planning and Conservation Act. These laws were enacted by the Congress to provide the type of power supply projections suggested in the comment.

B The suggestion by Mr. Stastny to locate the transmission line on BLM land, rather than on farmland, has been considered. The Loveness-Graham route (North 1) discussed in the Supplement to the Draft EIS/EIR and the Final EIS/EIR would reduce potential impacts to farmland. It has been incorporated into the Project preferred route.

C Comment noted. See response to T-27 B.

T-6 (continued)

C [about five times a year, which means assembling and disassembling that line ten times a year. Now, that amounts to quite a little bit. Because ordinarily, those lines can be moved by one person. But when you dismantle the lines, it needs at least twice that much help to do the same job. Not only that, it's the loss of time in addition to that.

I have some notes made here that are other things that have been mentioned. I will skip those.

D [But the other thing that I think is -- will happen is that this land that is bothered by power lines will probably be discounted 30 to 50 percent from the adjoining property in land value because of the fact of the increased problem of irrigating through the period of time that it is done.

Now, this is not a short-term thing. It's going to go on. When it's once constructed, it will be there for the life of the land or until the power line is taken out, which it probably won't be. If it creates problems, it will probably be reconstructed.

E [There is -- those lines are specially hazardous to airplanes. That's been mentioned, too, on the spraying patterns and so on. But the Loveness Airport that is located on the hill just a short ways from us -- and during times, the spray people use the Malin Airport, but it has been under water and has not been useable at all times. So this airport has been used in emergencies, and certainly it needs to be maintained just as it is, because it's high enough and it's dry enough that it can be used at any time of the year. And as Mr. Loveness mentioned -- he didn't ask me to say anything about it -- but it's above the fog area, too, and can be used when the lower areas are not available.

F [In addition to the problems around the towers, you have weed control. Now, basically, most of the weeds are controlled by airplane spraying or big ground rig spraying but they can't get in close to where the towers or poles are. So this is a hand job. And if the weeds accumulate there and they are not kept down, winds will blow them across the field and create problems in the growing crops that are adjoining.

The concept of this is supported by the Klamath County Chamber of Commerce Agriculture Committee. It was presented to the Chamber of Commerce directors and they voted to support it.

G [The Malin Chamber of Commerce has bone on record as supporting keeping the lines off the farmlands. That's what I am referring to. I am coming back now to the farmland use and keeping the lines off of that particular area. And I would say that all the farmers in the basin also would hope that that would not be the line would not be put on any farming land.

A previous line was rerouted to protect wildlife, ducks and geese. And it was rerouted, I think it was, about fifteen or twenty miles to preserve ducks and geese that the hunters shot anyway, if they got at 'em. They didn't die from the lines, but they did die from lead poisoning.

H [We would hope that you would think that the farmers would be protected and the farmland would be protected that puts the food on everyone's table. I really sincerely believe that we should.

D The COTP has attempted to avoid all areas where there is wheel or pivot irrigation. In the few places where routes traverse an agricultural area, the transmission towers can generally be placed to avoid interference with the operation of existing irrigation systems.

Where existing irrigation systems continue to operate near or underneath transmission lines, proper safety techniques must be employed. Production impacts that affect the value of irrigated property will be accounted for in the purchase price of an easement for the transmission line.

E Comment noted. See response to T-1 D.

F Comment noted. The potential impacts of transmission lines on common farming practices including weed control are discussed in Section 3.6.2.2 in the Phase III Report of Volume 2A of the Draft EIS/EIR. See also response to L-204 E.

G Comment noted.

H Comment noted.

T-6 (continued)

H | And if an Environmental Impact Study shows anything, it should be to save the farmland as it is. No poles or towers on it. So I would hope that you can see clear to help the farmers help protect the farmlands.

Thank you.

MR. PEIDER: Thank you, Mr. Stastny.

That's all the people that I have shown here on the list that we had at the door earlier. I will give anyone else who would like an opportunity to make some oral comments a chance to do that in a few minutes.

We would, prior to close, ask that each person who has prepared written comments in advance to bring their comments forward. The reporter will, with assistance, record the title of the comment and the name, address and phone number of the commentor, and the written comment will be identified as a part of the record.

If you did not are prepare a written comment for this hearing, you can fill out a comment form and place it, during this hearing, with the court reporter. It will be entered into the record at a convenient time, such as at the end of this hearing.

As an alternative, you can mail it to us before the end of comment comment period. It will be helpful if we had an idea of how many people might be entering written comments on the record today. Could we have a show of hands on that, please?

I see that no one is entering any written comments on the record today. As far as subsequent written comments, you will have an opportunity to enter those in the record until the close of the comment period, which is February 3d.

We have sincerely appreciated your thoughtful comments. TANC and Western representatives will review all the comments, both oral and written, that were received here or that are in the mail before the end of the comment period.

As we have said before, a response will be prepared for inclusion in the Final Environmental Impact Statement/Environmental Impact Report. We suspect that the lead agencies should be in a position to determine that the final document is complete sometime in July 1987. The agencies may then decide whether to carry out the proposed project. Should you later think of a comment, please do not hesitate to write us at the address noted on the forms.

The environmental documents are available for your study and review at the local libraries and you can ask for nor more information by contacting our environmental coordinator, whose address is also on the form.

Copies of today's transcripts will be available to anyone who wants a copy upon payment of the required fee to the stenographic reporter.

Copies of the transcript and the complete record of this public process will also be available for review in the offices of Western and TANC in Sacramento, California, whose addresses are also listed on the comment forms.

Thank you again for coming. We will conclude the hearing by entering into the record any comment forms which remain.

Some members of the lead agency staff and consultants are staying after the close of the hearing to answer any informal questions from you regarding the Draft EIS/EIR.

Is there anyone else who wishes to make any oral comments at this time?

Since I see no one stepping forward to make comments, let the record show that there are no more oral comments and, upon logging in any written comments, this hearing is closed.

1 REPORTER'S CERTIFICATE

2 STATE OF CALIFORNIA)
3)
4 COUNTY OF SACRAMENTO)

5 I, JAN L. BENEDETTI, certify that I am a Certified
6 Shorthand Reporter for the State of California and that I
7 reported verbatim in shorthand writing the foregoing
8 proceedings; that I thereafter caused my shorthand writing
9 to be reduced to typewriting, and the pages numbered 1
10 through 30 inclusive, constitute a full, true, and correct
11 record of said proceedings.

12 AGENCY: Transmission Agency of Northern California
13 and
14 Western Area Power Administration

15 CAUSE: Public Hearing on Draft EIR/EIS re:
16 California-Oregon Transmission Project;
17 Los Banos-Gates Transmission Project;
18 Transmission System Reinforcement Facilities.

19 DATE: January 5, 1987

20 IN WITNESS WHEREOF, I have subscribed this certificate
21 in Sacramento, California on this 12th day of January, 1987.

22 *Jan L. Benedetti*
23 _____
24 Jan L. Benedetti
25 CSR No. 4643

Klamath Falls 1-5-87 1pm

REGISTER TO PRESENT COMMENTS VERBALLY

	NAME, AFFILIATION	ADDRESS, PHONE NO.
1.	Bill Graham	HC 62 Box 508 Malin, OR 97622
	Occidental Newcomer	223-2181
2.	GLEN ARTHUR	1145 TAMERA KF 9760.
3.	Marc Valens	box 61 Beatty OR 97621
4.	Laura Laveress	HC 62 Box 21 A Malin, Or
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		

Klamath Falls 1-5-87 1 pm.

REGISTER TO PRESENT COMMENTS VERBALLY

	<u>NAME, AFFILIATION</u>	<u>ADDRESS, PHONE NO.</u>
1.	James R. Ottaviano	Hc 12 Box 54 Melton, Or 97601
2.	Ednaire R. Heston	Hc 62 Box 24 Melton, Or 97601
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		

T-7

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

- A [Before the news release of Dec 29, 1986, there was no mention of Malin substation #2. The original Malin Sub #1 was located in a very environmentally location that met the visual requirements of said law.
- B [The general area of sub #2 has two valleys which would satisfy the visual requirements of a EIS.
- C [Please do not destroy the scenic mountain view from the valley floor with a poor site selection.
- Sincerely,
James R. Ottoman
James R. Ottoman

Hearing Date: Jan 5, 1987
Location: Mammoth Falls, Oregon 97601
Name/Address: Hc 12 Box 54
Malin, Oregon 97632

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

tel (503) 725-4381

- A The Southern Oregon Switching Station has been part of the COTP project description since 1984 when it was announced to the public and agencies through newspaper ads and other media during the scoping process beginning in early 1985.
- B See response to T-1 A.
- C Comment noted. A major purpose of the environmental process is to identify environmentally valuable features such as scenic views so that the proposed action can be designed and constructed to minimize adverse effects on environmental qualities.

TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

---o0o---

Public Hearing Re:)
)
Draft EIS/EIR for the California-Oregon)
Transmission Project and for the Los)
Banos-Gates Transmission Project;)
Transmission System Reinforcement)
Facilities planned in the Pacific)
Northwest.)

Newell, California

7:00 p.m.

---oo---

January 5, 1987

Reported by :

Jan L. Benedetti
CSR No. 4643

T-8, T-9

NEWELL, CALIFORNIA, MONDAY, JANUARY 5, 1987, 7:00 P.M.

Introduction to hearing presented by the Transmission Agency of Northern California and the Western Area Power Administration hearing representatives. Please refer to the Klamath Falls hearing transcript for text of introduction.

T8 - MIKE MILLER

Good evening. My name is Mike Miller. My address is 601 Main Street, Klamath Falls, Oregon. I am an attorney and I am with the Modoc County-Klamath County Power Line Committee. This is an ad-hoc organization formed to represent interests in the Klamath Basin here dealing with powerlines. We don't have a specific address. It's just a committee of interested citizens.

My role here tonight is basically to preface the remarks of the committee. We have somewhat stacked the deck, we hope, and the first five speakers will be Doug Peterson, Paul Tschirky, Bill Graham and John Cross, who have formally prepared presentations. Then we hope to follow that with other speakers of the committee.

Our main concern, as will become evident, is that, for some reason, the preferred alternative takes the line across irrigated farmland and other types of farmland in the basin. We find this to be needless. And the main thrust we will be trying to point out is areas that it would be preferable to route the power line through the public lands to the east of the valley into the non-irrigated land.

Another thing that you will see in all of our remarks is -- for some reason, you have omitted to discuss a suggestion made to the organization in August of 1986, which we have labeled the Cross alternative, although there is reason to believe you have heard of that suggestion prior to that, which we believe is a solution to all of our concerns. And it's not been discussed at all.

With that, I am going to turn -- I would like to end my remarks, and I believe Doug Peterson is the next speaker.

MR. PUGH: Doug Peterson, then Paul Tschirky, please.

T9 - DOUG PETERSON:

Good evening. My name is Doug Peterson. My address is 5873 Muldrow Road, Sacramento, California. I've worked as an environmental analyst in Sacramento for the past fifteen years and am a member of the California Association of environmental professionals.

I have been hired by the Modoc County-Klamath County Power Line Committee as a private environmental consultant to assist them in their review and analysis of the EIS/EIR. I do not represent any public agency.

The COTP is a major, complex and highly controversial project. It must be processed according to both the NEPA, with its CEQ and DOE guidelines and with the CEQA and -- the State

A Comment noted. See responses to L-330 G and L-330 T.

B See response to T-6 B.

C See response to L-330 H.

T-9 (continued)

CEQA guidelines. Both of these processes are very complex. The Draft EIS/EIR is an extremely lengthy and technical document. All of these factors have combined to make the review and evaluation of the report a complex, difficult and time-consuming task. This difficulty is compounded by the fact that by beginning the public hearing process at the north end of the project halfway through the public review period, we have had only a very short time period to review and evaluate the report.

Nonetheless, I and a number of very concerned residents of the Tulalake Basin will be submitting oral comments at this hearing, and we trust that these comments, with responses from the lead agencies, will be included in the final report. In addition, prior to the February 3d review period deadline, we will be submitting a detailed and comprehensive written analysis of the report and its consistency with Federal and State laws and guidelines; we likewise trust those comments, along with lead agency responses, will also be included in the final report.

My review thus far has concentrated primarily on the consistency and compliance of the report with CEQA and the State CEQA guidelines. However, our attorney and myself each have copies of NEPA and the Federal guidelines and, prior to submitting our written comments, we will conduct a consistency and compliance evaluation of the report with the Federal requirements.

The following is a summary of a few of our major concerns, and substantial additional information will be provided by subsequent speakers and in our written comments:

Number one, our foremost and paramount concern involves the identification and evaluation of alternatives contained in the draft report. And to properly consider the alternatives issue, we must step back briefly to the beginning of the planning process.

The draft report incorporates by reference the summaries of all 34 scoping meetings and 21 workshops. In addition to these meetings, the Modoc County-Klamath County Powerline Committee organized a special public hearing on August 11th, 1986 at the Tulalake Grange Hall, which included representatives of the lead agencies. We have also reviewed all eight of the project newsletters.

At the beginning of virtually every meeting and in virtually every newsletter, the concerned citizen participants were encouraged to express their views and provide information regarding environmental issues associated with the project. Lead agency staff have stated on numerous occasions that such concerns and information would be important and useful to the preparation of the draft report, the identification of alternatives for consideration in the report and the selection of the so-called preferred alternative.

Again, tonight, in your introductory comments, you have stated that comments are most useful if they suggest new alternatives that substantially minimize impacts.

Probably the most consistently repeated and stressed concern of the participants at virtually every single scoping meeting and workshop throughout the entire 340 miles of the

Because it may be impossible to totally avoid all farmland, the COTP routing guidelines stress minimization as a realistic goal. It is understandable that potentially affected agricultural communities would have strong feelings on the subject. The COTP has identified a preferred route that has within it a 200-foot wide "study easement" which minimizes effects to agricultural lands. The preferred route crosses directly over only a small amount of active farmland. The COTP also presented and analyzed in the Draft EIS/EIR the Copic Bay option, the underlying concept of which is similar to that of the John Cross Alternative. The potential impacts of transmission lines on farming practices are discussed in Section 3.6.2.2 of Volume 2A of the Draft EIS/EIR. This information was considered in identifying the environmentally superior route. See also the response to L-27 D.

T-9 (continued)

A

project -- and at the August 11th, 1986 public meeting in Tulelake -- was that the proposed power line must not be routed across prime agricultural land. On numerous occasions, the same concern has likewise been conveyed to the lead agencies via written correspondence.

Further, we also note that the lead agencies' routing guidelines for the project is contained on Pages B-7 and B-9 of volume 2A read as follows:

"Minimize the use of highly productive agricultural lands; emphasize the use of barren and low productivity land; minimize the use of prime farmland; minimize the use of other productive farmlands."

We therefore find it appalling that, despite virtually unanimous public opposition to the routing of the proposed power line across prime agricultural land and in direct conflict with the lead agencies' own routing guidelines, we are still nonetheless confronted with a so-called preferred alternative that crosses directly over prime, irrigated, intensively farmed and highly productive agricultural land in the Tulelake Basin.

Q

This has occurred despite extensive efforts by our committee. During the workshop in Newell, California, on November 25th, 1985, lead agency representatives specifically requested that members of our committee identify and recommend an alternative power line route in the Tulelake Basin area that they considered to be satisfactory and acceptable.

Consequently, these individuals, who included residents of both Modoc County, California and Klamath County, Oregon, put an extensive amount of time, effort and money into identifying an acceptable route. That effort involved aerial fly-overs, ground field inspections, review of aerial photos, USGS maps and other map references, coordination with local planning officials, drafting work to plot the route on a map and the preparation of a narrative summary of the route.

The selected route is commonly referred to as Cross's Alternative, after John Cross, who is the chairman of the Modoc County Planning Commission and who was instrumental in identifying its specific alignment.

Cross's Alternative was formally presented to lead agency representatives at the August 11th, '86 public meeting, which was organized by our committee and was held at the Tulelake Grange Hall. At that meeting, copies of a narrative summary and a map illustrating that alternative were provided to the lead agency representatives; and John Cross gave a presentation to them and answered questions about it.

I just got ahold of a letter tonight from the lead agency to Mr. Bill Graham, who is the Oregon -- chairman of the Oregon portion of our committee; and this letter, I want to read one short paragraph from it. It thanks the Oregon group for reviewing the portion of Cross's Alternative in Oregon with the lead agency representatives, and then they state -- that occurred on September 4th. Then they state:

Q

See response to L-330 H.

T-9 (continued)

Q

"I want to emphasize that we are open to new routing information at any point during the environmental process. It may be possible to include your routing information as an option in the Draft EIS/EIR due in November."

However, despite all of this time, work, effort and expense, the only reference to Cross's Alternative contained in the entire report is a statement on page 4.1-41 of Volume 1, which reads:

"This option" -- in reference to N-10 Alternative 2+3+4 -- "is very similar to the one proposed by the Modoc County Power Line committee."

Needless to say, the Committee is extremely distressed, dismayed and disappointed at the fact that, after all their effort, which, in fact, was expended at the request of lead agency representatives, their recommended alternative has been blatantly ignored.

B

The draft EIS/EIR contains several statements which indicate that the so-called preferred alternative is environmentally -- is the environmentally superior alternative. The Committee strongly disagrees with those statements as they apply to the Tulelake Basin.

Such statements totally ignore the obvious fact that intensive farming operations on highly productive agricultural land is a predominant and critically important component of the existing environment in the Tulelake Basin, and that the crossing of this land by the so-called preferred alternative would be extremely detrimental, damaging, disruptive and destructive to the farming environment and operations of the area.

C

In contrast, Cross's Alternative would eliminate all of the individually and cumulatively significant adverse impacts which would result from construction of the so-called preferred alternative; and, for that reason, it has virtually unanimous support from all of the residents, as well as the community, civic, agricultural and environmental groups in the Tulelake Basin area. Our subsequent written comments will contain copies of a large number of endorsement letters as evidence of the virtually unanimous and broad-based support for Cross's Alternative.

It should be noted that Section 15126 (d) (3) of the State CEQA guidelines includes a mandatory requirement that reads as follows:

"The discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly."

It is our contention that virtually totally ignoring

B

Comment noted. See responses to T-9 A and L-27 D.

C

The Copic Bay option (John Cross alternative) has environmental impacts that are discussed in the Draft EIS/EIR; Volume 1, page 4.1-41 through 43. See also response to L-330 H.

T-9 (continued)

C

Cross's Alternative constitutes not only a blatant betrayal of the public trust and confidence, but also reflects a glaring bias and serious deficiency in the alternatives analysis portion of the report.

Further, we contend that this deficiency alone provides more than sufficient justification to render the report legally inadequate. In this respect, the following sections of the State CEQA guidelines are noted. From CEQA, itself, Public Resources Code Section 21001 states:

"The Legislature finds and declares that it is the policy of this State that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures which would substantially lessen the significant environmental effects of such projects."

State CEQA guidelines, Section 15021, reads:

"CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible. In regulating public or private activities, agencies are required to give major consideration to preventing environmental damage. A public agency should not approve a project as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen any significant effects that the project would have on the environment."

Section 15003 of the State CEQA guidelines reads:

"The courts of this State have declared the following policies to be implicit in CEQA:

"(P) CEQA was intended to be interpreted in such a manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language."

And Section 15151 of the State CEQA guidelines reads:

"The courts have looked not for perfection, but for adequacy, completeness and a good faith effort at full disclosure."

Obviously, as conclusive determination of feasibility is critical to the legal validity of any alternatives. And we contend that Cross's Alternative must be subjected to environmental analysis before such conclusive determination can be made.

I sincerely believe that if the lead agencies simply put their heads in the sand and push forward while continuing to ignore Cross's Alternative, they will severely jeopardize the

T-9 (continued)

C entire process on the basis of negligence, noncompliance with State CEQA guidelines and possibly noncompliance with Federal NEPA guidelines.

D In my opinion, it would be in everyone's best interest, including the project proponents, if the lead agencies would simply admit their mistake and direct their staff to begin preparing a supplemental Draft EIS/EIR to evaluate the environmental effects of Cross's Alternative, which is clearly the environmentally superior alternative to all alternatives under consideration at the present time except the no-project alternative.

It is likely that the preparation of responses to comments on the current report will require at least six months of work. It is also likely that a new Draft Supplemental EIS/EIR for the Cross's Alternative can be completed within approximately three months and that the review period hearings and responses to comments can be completed, such that the date of publication of both the original final report and the new final supplemental report can easily be dovetailed to allow concurrent processing.

And to assisted in expediting the processing of the new draft supplemental report, our committee would have no objection to a reduction in the public review period for the new draft supplemental report to the minimum time required by State and Federal guidelines. Thus, preparation of the new draft supplemental report would probably have no effect whatsoever on the planned completion date for the final version of the current report.

John Cross will be speaking to you shortly and will summarize Cross's Alternative and compare it to alternative N-10 alternative 2+3+4, which is discussed in the report.

E Another of our major concerns is the magnitude of impacts associated with the so-called preferred alternative. Our committee contends that the so-called preferred alternative would generate a number of individually and cumulatively significant adverse impacts upon the residents of the Tullake Basin.

The following is a summary of a few of those impacts, and this list will be expanded in our subsequent written comments.

F 1. The unnecessary incremental loss of prime, irrigated, fertile and highly productive farmland would contribute to a significant cumulative statewide and nationwide loss of such land. In this regard, we note that Appendix G of the State CEQA guidelines states that:

"A project will normally have a significant effect on the environment if it will convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land."

G No. 2. The unnecessary economic and land use impact upon Tullake Basin farmers would constitute a significant long-term cumulative impact.

H The combined safety hazard to aerial pesticide applicators and aerial seed applicators in the Tullake Basin caused by the

D While a Supplement to the Draft EIS/EIR was prepared, it presented new options to the preferred route. The Cross Alternative had already been addressed in the Draft EIS/EIR as described in the response to L-330 H.

E See Volume 1, Section 4.1 of the Draft EIS/EIR for a discussion of impacts and Section 4.6 for a discussion of cumulative impacts. Also see Section 1.1.4 of Volume 1 of the Final EIS/EIR for additional cumulative impacts discussion.

F Comment noted.

G See response to T-9 E.

H See responses to L-14 A and T-175 H.

T-9 (continued)

H so-called preferred alternative, in combination with the two existing high-voltage power lines and an assortment of small distribution power lines constitutes a cumulatively significant impact.

I The substantial visual intrusion and ugliness associated with the visibility of the towers and conductors of the so-called preferred alternative from farm homes, yards and farmland constitutes both individually and cumulatively significant impacts.

The individual significance is based on Appendix G of the State CEQA guidelines, which reads:

"A project will normally have a significant effect on the environment if it will have a substantial demonstrable negative aesthetic effect."

The cumulative significance is based on the fact that, on some of the farmland in the Tulelake Basin, the individual significant visual impact described above is already occurring due to the presence of two other high-voltage power lines, and the Tulelake Basin portion of the so-called preferred alternative would further worsen and magnify those impacts.

It should also be noted that whenever there are conflicting visual concerns between safety factors for agricultural aircraft operators, who would prefer maximum visibility of power line facilities for their safety, and the concerns of the farm families, whose visual intrusion impact would be minimized by reducing the visibility of power line facilities, the design decisions would likely be made in favor of providing maximum visibility for aircraft safety.

Other speakers will be providing additional information about these issues and others. You should not take their testimony lightly because many of them have lived and farmed in the Tulelake Basin for decades and they are truly the foremost overall experts regarding the environment of the Tulelake Basin. They know far more about the environment of the area than I do; and they know far more about the environment of the area than any member of either lead agency or their environmental consultant staff. Further, and I believe rightfully so, they view the so-called preferred alternative as a severe, unnecessary, unjustified and highly destructive threat to their lives and livelihoods.

In closing, on behalf of Modoc County-Klamath County Power Line Committee, I want to make the following requests for the record:

J That a Draft Supplemental EIS/EIR be prepared to evaluate the environmental effects of Cross's Alternative.

K No. 2. That the designation of the so-called preferred alternative alignment in the Tulelake Basin area be rescinded pending the completion and evaluation of the draft supplemental reported on the Cross's Alternative.

L No. 3. That all of the oral and written comments submitted by members of our committee on the draft report be included with lead agency responses in the final report.

I As noted on page 2.3-1 of Volume 2A of the Draft EIS/EIR, it is generally accepted that lower levels of overall impacts are imposed if new transmission facilities are located parallel to or near existing facilities, rather than in new areas. This principle usually holds for visual impacts as well, as described on pages 3.7-5 and 3.7-9 of Volume 2A. The commentor's preference that additional facilities not be located in the area of concern is noted. See response to L-330 F1.

J See responses to L-330 H and T-9 D.

K The designation of the preferred route in certain areas has been reevaluated considering the new route options presented in the Supplement to the Draft EIS/EIR. The final preferred route is discussed in Section 1.1.2 of Volume 1 of this Final EIS/EIR.

L Volumes 2A, 2B, and 3 of this Final EIS/EIR provide responses to substantive comments on the Draft and Supplement to the Draft EIS/EIR.

T-9 (continued), T-10

M No. 4. That the lead agency provide all persons attending this hearing with advance notification of all public hearings by any lead agency or responsible agency regarding the COTP and its EIS/EIR.

N No. 5. That the lead agencies provide a copy of the notice of determination and its federal equivalent to the following five individuals as soon as they are filed with the State Clearinghouse or otherwise become public documents. And those five individuals are Mike Miller, our attorney, myself, Paul Tschirky, Bill Graham and John Cross.

O No. 6. That if any lead agency or responsible agency approves findings of overriding consideration for any of the significant adverse impacts, the lead agency should provide a copy of those findings to the same five individuals as soon as they are approved.

P And No. 7. That the lead agencies keep their survey crews off the prime farmland in the Tulelake Basin until at least the planning and approval process have been completed and all statutes of limitations have expired.

Thank you for the opportunity to provide these comments.

MR. PUGH: I might point out to the audience that, if you have a paper that you desire to have submitted, would you please submit that in paper form. We have just expended, on a very fine paper that was -- all those comments that would be made orally, the paper, itself, would have the same impact in the record to be reviewed by the parties. We have used 25 minutes for that one presentation.

If we continue to do that, you may be here for quite a while. So I would request that, if you can, minimize your comments; if you are going to read a report, submitted the report, please.

Next is Paul Tschirky. After that, Bill Graham.

T10 - PAUL TSCHIRKY:

My name is Paul Tschirky. I live at Route 1, Box 212, Tulelake, California. 96134 is the zip code.

I have farmed in the Tulelake Basin for 52 years.

I am a real estate broker. I sold farmland from 1948 to 1958. And since 1955, I have operated the Old Bloody Point Ranch, which is directly in the line of the so-called preferred route.

A group of potentially impacted citizens in Modoc County, California and Klamath County, Oregon have formed a committee to review the proposal and comment on the Draft EIS and EIR. I am the chairman of this committee for Modoc County.

Members of the Committee are concerned about inaccurate and omitted information in the document. The individual members will address these concerns later on tonight.

Prior to tonight, Committee members have participated in various scoping, planning and workshop meetings. The Committee sponsored an informational workshop on August 11th, 1986. Lead agency staff attended this meeting.

The Committee has proposed an alternative power line route

M The federal regulations require that agencies "provide public notice of NEPA-related hearings [and] public meetings . . . so as to inform those persons and agencies who may be interested or affected." 40 C.F.R. § 1506.6(b). In particular, the regulations specify that "[i]n all cases the agency shall mail notice to those who have requested it on an individual action." Id. § 1506.6(b)(1).

N We have added these names to the mailing list of individuals to receive a copy of the Notice of Determination and any findings of overriding consideration.

O See response to T-9 N. Please note that any findings and statements of overriding consideration made by the lead agencies are a matter of public record.

P See response to L-214 C.

A Comment noted. See response to L-330 H.

T-10 (continued), T-11

A called the Cross Alternative, which will be explained in detail to you. The hundred-plus members of our committee support the Cross alternative. Approximately 30 community, civic, agricultural and environmental groups support the Cross Alternative.

Most of the group letters of concern were included in a packet previously sent to you. Letters from three of the groups, the Sierra Club, the Audubon Society and Izaak Walton League have been received. All three groups supported the Cross Alternative. It preserves farmland and protects wildlife.

B The so-called preferred alternative and the majority of its options would impose economic hardships on the residents of this community. The economic hardships are significant and are inadequately addressed in the Draft EIS and EIR.

Many farmers in this area are on the verge of bankruptcy. Farming in and around powerlines causes many economic problems which are not addressed in the Draft EIS and EIR.

As long as the line is there, center pivot sprinklers could not be used. Wheel line sprinklers would have to be taken apart to get around towers. Additional wheel line and pack line would have to be purchased. Lines and towers would cause problems irrigating, fertilizing and controlling weeds and insects.

As a result, there would be expenses for additional labor, equipment and fuel. There would be a loss of crop production due to tower interference with watering and seeding field patterns and inability to properly apply pesticides.

All of these costs are long-term and would continue to affect the farmers each and every year that agricultural operations continue.

C Because of these problems, the value of farmland containing towers is significantly reduced. Reduced value means reduced collateral needed for credit to operate farms today. As a real estate broker, I think I would be unable to sell farmland containing towers in an already glutted market today. Reduced value also reduces Modoc County's severely limited tax base.

D These significant economic factors have not been addressed in the Draft EIS and EIR.

E Please note that virtually all problems that would result from construction of the so-called preferred alternative will be eliminated with the adoption of the Cross Alternative.

F Other members will now address other issues. In addition, the Committee will submit written comments prior to the review deadline.

Thank you.

MR. PUGH: Thank you, Mr. Tschirky.

Mr. Bill Graham and then Mr. John Cross, please.

T11 - BILL GRAHAM:

I am Bill Graham. I own and operate a farm near Malin in Klamath County. My testimony is on behalf of the Oregon Review Committee.

This afternoon in Klamath Falls, I presented this orally before the TANC Commission and I will go through it very quickly

B Comment noted. The socioeconomic effects of potential impacts to agriculture is presented in Section 3.6.2.2 of the Phase III Report in Volume 2A of the Draft EIS/EIR. See response to T-6 D.

C Comment noted. Farmland containing transmission towers may be more difficult to sell than land without towers. For that reason, the easement will be purchased from the property owner to replace any lost value.

D According to the Bonneville Power Administration (1977), county tax assessors have rarely responded to right of way easement acquisition by reducing the assessed value of the property surrounding the easement. Consequently, it is likely that property taxes collected by the county will not be reduced and that taxes will also be paid by the utility.

E See responses to L-184 A and T-10 B.

F While certain resource impacts would be lessened by utilizing this or a comparable route such as the Copic Bay option, impacts to other resources would be greater. A discussion comparing the Copic Bay option to the preferred route (as identified in the Draft EIS/EIR) is presented on pages 4.1-41 through 4.1-43 of Volume 1 of the Draft EIS/EIR and also in Section 1.2.2 of Volume 1 of this Final EIS/EIR.

T-11 (continued)

now to benefit the people here.

I am one of three citizen members on the committee. The others are Paul Caffrey of Pinehurst near Ashland and Mavis McCormick of Keno.

Each of our communities is near a candidate corridor route for the proposed 500 kilovolt power line. Route D in my community is now the preferred route.

The Oregon Review Committee was created a year ago by the Oregon Department of Energy. The Department, on the direction of Governor Atiyeh, has assured an open forum for full public review of the proposed project. This forum is in lieu of the hearings process that would have been provided by the State's Energy Facility Siting Council. The Oregon portion of the power line is too short to come under the Council's siting authority.

The Governor gave the Review Committee three tasks: One, make sure that the discussions and decisions are made in a full and open public process; determine if the project makes sense for Oregon -- that is, weigh the economic costs and benefits and make a judgment about the project's worth to Oregonians; three, review routing and construction criteria and compare project routes. The Committee must make a judgment about the physical impacts that the project will impose on the land, our communities and the environment.

The Committee cannot make a final judgment now on all proposed routes. We are still comparing the draft study results with our standards on routing and construction.

More importantly, the Committee will not pass judgment now on a preferred route and substation placement. We believe that new line and substation sites should be studied along the Malin corridor. Here are our proposals.

A [First, we recommend that the following Oregon route proposed by the local citizens be evaluated in the Final Environmental Impact Statement. This afternoon I gave a description of the route with the accompanying map of -- the second map here, the one closest to the door here hanging on the wall. At this time, I will bypass going over there just to expedite this procedure. If there are any questions, we can answer questions later.

B [Okay. The local citizens proposed this route for several reasons. This route is further from the local airstrip. Preferred Route D passes too close to the airstrip. We foresee dangers in planes taking off and landing at the strip flying too close to the proposed powerlines.

C [The citizens' route bypasses a planned residential development. Plans for this development have not been submitted to the county, but road construction has taken place. The
D [citizens' route crosses more BLM land and less private land, and the citizens' route skirts cropland. We have not evaluated the possible physical, economic and technical impacts of the proposed route. Nonetheless, we believe that it merits study.

E [Second, we recommend that a new substation site be evaluated in the Final Environmental Impact Statement. Of the two sites proposed in the malin corridor, Sites E -- excuse me -- Sites E-1 and E-2, which is C and B on this map here -- we

A See response to T-1 A.

B See response to T-1 D.

C See response to T-4 I.

D See responses to T-1 A and T-1 D.

E See response to T-1 A.

T-11 (continued)

E prefer Site E-2, which is B, because it has fewer impacts than Site E-1. But we believe a site north of E-2 may have even fewer impacts. That would be Site A on the map.

F As far as we know, this area has several advantages. Visual impact is reduced. Slopes are gentler. And the area is an adequate distance from the Malin Substation. We feel this site merits further evaluation.

G Our preliminary review also has found some possible gaps in the listed impacts in the routes in Malin and Keno corridors. We will be examining these and be sending in detailed written comments.

H That concludes my report in regards to the Oregon Review Committee.

I I will make a couple comments as a private citizen, Malin farmer. This afternoon I mentioned a few of the discrepancies I found in the EIS/EIR. I will go through those briefly now. They are already on record. I have a couple I want to add at the end, though.

J Land use, having to do with agricultural preserves and the Williamson Act, page 4.1 Volume 1 -- Volume 1, page 4.1-37. I believe it's going to be addressed in a little more detail later on this evening.

K Visual aspects, Volume 1, page 4.1-2A. And I feel that the visual impacts in this area were not addressed properly or in detail, considering the expanse of the area and the fact that visual aspects in an open area such as we have around here can have more adverse impacts than perhaps a line going through more dense, covered area, such as forest or whatnot. But in this area, significantly negative visual impacts would occur for a length of approximately 16 continuous miles along the eastern slopes of Bryant Mountain and into California where the line virtually parallels the old Alturas Highway to where it intersects scenic Highway 139.

L The visual impact would be extremely negative due to lack of taller vegetation found in other areas that do a better job of reducing the visual impacts.

M In Volume 1, Table 1-A, Summary of Routing Alternatives, COTP, by comparing the information in this summary -- by comparing the information figures and comparing significant impacts with less than significant impacts, I fail to find where the -- their conclusion, where they could conclude that D corridor was an environmentally superior alternative. Their facts and figures in that summary did not point out that this route is a superior one to any of the others.

Okay. It has been stated that the Modoc County Power Line Committee has proposed what is called a John Cross Proposal for citizens' alternative on the California side.

This proposal by John Cross would incorporate very nicely with the citizens' proposal on the Oregon side and the California-Oregon Transmission Project preferred alternative where it crosses the California-Oregon line. And it is similar to the M-10 Alternative 4 option.

And I would ask that they look at it a little more closely for an environmental assessment of it, because this would

F Comment noted.

G See response to T-1 F.

H We concur that this site would have adequate separation from the Malin Substation.

I Comment noted. The Oregon Review Committee's comments are presented in Volume 2B under L-310.

J Comment noted. See response to L-297 I.

K See response to T-4 B.

L See responses to L-310 TT and L-371 E.

M The majority of the reliability increase in the Newell area is obtained at a 2,000-foot separation. There are alternatives which maintain this separation, avoid farmland, and avoid relocating two transmission lines. See response to L-330 H.

T-11 (continued), T-12

M

alleviate most of the problems and concerns of the people in this area.

In regards to the separation for reliability, which seems to be a big concern, if they adopted the Cross proposal, it would be a more reliable alternative than the preferred alternative they now have since there would be a greater separation.

Thank you.

MR. PUGH: Next is Mr. John Cross, followed by Joe Victorine.

Excuse me if I don't get all these names exactly right.

T12 - JOHN CROSS:

First of all, you will have to excuse us for reading these and making sure they are in the record, because we have presented like testimony to several people already and, for some reason, it is not in the record. So this is why we have been pretty well prepared for this tonight, to make sure that, if the question comes up of whether this has been presented before, we know tonight it is presented. This is the reason for the lengthy reading and the questioning of some of the deficiencies in the Draft EIR.

My name is C. W. John Cross. I am a landowner, a farmer, a resident of Modoc County, a businessman, and chairman of the Modoc County Planning Commission.

A

Your draft is inadequate in several areas; and two that I would like to emphasize.

Number one, it does not recognize the economic impact upon the farmers in the area and the fact that only 28 percent of our county land is in private ownership. Of that 28 percent, a very small percent is farmable. So the impact to the county is much greater in this area than in some other areas because of the predominance of the federally owned land in our county. 72% of our county is in public hands. This power line is being built for the benefit of the general public. Therefore, this line should be built on public land.

B

C

The other deficiency in the EIR is the fact that, in testimony previous to this hearing in the previous meetings, a viable alternative to the preferred route was offered. This route is only lightly referred to in the information section of the Draft EIR. It should be in the policy section of the Draft EIR because it does mitigate the environmental impact of the line going over the farmlands.

I have submitted to you a four-page document here. The first is my testimony, as far as the inadequacies.

The second page is a proposal that I presented to both Ms. Laura Edlin and Ms. Nancy Weintraub of the Western group. They both have copies of this. Why it's not in the Draft EIR, we want to find out. My proposal is quite simple.

The third page shows the alternative with only four or five lines in it, where it can be read.

The fourth page shows the exact routing east of the existing two lines.

What it all boils down to is, we have two problems and one

A

We believe that the Draft EIS/EIR, in combination with this Final EIS/EIR, adequately addresses impacts. See also the response to T-10 B.

B

Approximately 27 miles of route Alternative D (as presented in the Draft EIS/EIR) crosses public lands in Modoc County. This represents 71 percent of the total length of the alternative. See response to L-295 D.

C

In a subsequent meeting with Mr. Cross, COTP staff indicated where in the Draft EIS/EIR an alternative is evaluated under the name of the Copic Bay option; Volume 1, page 4.1-41. See also response to L-330 H and T-10 F.

T-12 (continued), T-13

C simple solution. The two problems are, the engineers for the project do not want to build a line that either crosses over or under the existing two 500 kv lines. The other problem is, we have farmers in this community that do not want these towers and all of the problems they cause on their productive farmland.

The solution is quite simple. You have three lines coming down from the north. All you have to do in the general vicinity of the Malin Substation and the state line is jog those three lines to the east, continue them on down for eleven to twelve miles past the farmland, jog them back west, and you have eliminated all of the environmental impact, you have mitigated all of the problems that we are pointing out, and, from that point on south, you are home free.

So all we ask of you is that you recognize the fact that we have offered a viable alternative and we are going to see that that viable alternative is included in the Final EIR/EIS.

Thank you.

MR. PUGH: Thank you, Mr. Cross.

Mr. Joe Victorine. After that will be Don Hurlburt.

T13 - JOE VICTORINE:

I am Joe Victorine, Route 1, Box 221, Tullake, California. I represent the Tullake Grange, 5th and F Street in Tullake. Tonight I am representing the 82 Grange members of the community, some of whom have farmed here for 40 to 50 years.

A Some of our members farm land in or near the corridor designated by the California-Oregon Transmission Project as their preferred route. Locally, our grange has taken the stand of supporting those who are promoting the use of the John Cross Proposal and have written letters and given testimony opposing the placing of the power line on irrigated land. On the state level, Grange policy has always been to oppose the destruction of farmland by encroachment of development projects, and this power line would certainly fall under this policy.

B In our opinion, the California-Oregon Transmission Project has failed to give proper investigation in their EIR on the John Cross Proposal introduced by the Modoc County Power Line Committee at the August 11, 86 meeting and attended by Laura Edlin, representative of the Project, offering instead their Copic Bay Alternative N-10A 2 plus Alternate N-10-A 3 plus Alternate 10-A 4 that would necessitate two new lines being built to the east of the two existing lines.

We firmly believe that the John Cross Proposal would be far superior to the alternate offered by the California-Oregon Transmission Project, as it would involve only the building of one additional line and the upgrading of one of the existing lines. This proposal would satisfy the concerns of most of the people involved, and still meet the needs of the COTP with the least effect on the environment and the wildlife.

We stand firm in our recommendation for the proper study and fair consideration of the John Cross Proposal and we strongly oppose the use of any route -- any other route in this area except the John Cross proposal.

A Comment noted.

B See Section 1.2.2 of Volume 1 of this Final EIS/EIR.

T-13 (continued), T-14, T-15

Thank you.
MR. PUGH: Thank you.
Don Hurlburt in next, then John Bowen.

T14 - DON HURLBURT

My name is Don Hurlburt. My wife and I have farmed in the basin since I homesteaded here in 1947.
I am also here tonight to speak as a representative of the Tulalake Rotary Club. My son is president of the club and he was ill this evening and couldn't come and he sent a written statement by me, which I will leave here.

We are opposed to any high-voltage power lines across cultivated farmland. They endanger those who are farming the ground and the people who spray and seed the crops by planes. They make the use of automatic wheel line and circle sprinklers difficult or impossible. They contribute to weed and pest problems.

I am on the weed committee here and it's very difficult to control weeds and pests -- mice, in particular -- around those towers. It's a by-hand job.

They cause visual and electromagnetic pollution. I haven't heard anybody mention electromagnetic pollution, but it's sure there. Try a barbed wire fence parallel to the line on a hot, dry day.

They cause permanent loss to the community and nation that cannot be offset by any level of compensation to the present landowners. I recommend the John Cross Alternative.

MR. PUGH: Thank you Mr. Hurlburt.
John Bowen, then Bud Greenbank.

T15 - JOHN BOWEN:

My name and address is John A. Bowen, Route 1, Box 331-A, Tulalake, California.

I am a farmer of 36 years and farm within one to three miles of the proposed line. I own the farm which my father homesteaded in 1938 as a veteran of World War I. I am a veteran of World War II, but did not homestead. I shared, however, in the hardships of homesteading with my parents as a boy during those depression years.

I am opposed to the location of the proposed power line going through the farmland and I favor the John Cross alternate route. My opposition to the proposed route is for historical reasons, esthetic and farm depredation. I will treat each one in that order.

Number one, historical. As I understand the proposed route, it will cross and may even follow the old wagon train route of 1848 to 1875 era from Nevada to Pit River (Alturas) and Stonebridge (Merrill) Lost River crossing. This includes at least one wagon train massacre site, and possibly two, in the vicinity of Bloody Point. Reference, Richard Rinehardt, biography by the same name.

A later historical fact, and better known, is the

A Your opposition to siting the proposed transmission line across farmland is noted.

B See response to T-6 F.

C See response to T-6 D.

D See response to T-175 E.

E Potential impacts to visual resources and from electromagnetic effects are addressed in Sections 3.7 and 3.10 of the Phase III Report presented in Volume 2A of the Draft EIS/EIR. See responses to L-330 F1 and L-330 F3.

F All metal fences near the line will be grounded where appropriate to reduce induced charges even though most fences are naturally grounded by metal posts or weeds touching the fence. Section 1.1.5 of Volume 1 of this Final EIS/EIR describes the mitigation planned for induced currents. See also response to L-330 G3.

G Landowners will be compensated the fair market value for the easement. All appraisals will be conducted in accordance with appraisal standards recognized by industry and government and will be prepared by appraisers familiar with each locality. See also responses to T-37 I and L-14 B. Your support for the John Cross Alternative is noted. See also responses to T-10 F and L-330 H.

A Your opposition to siting the proposed transmission line across farmland is noted, as well as your support of the John Cross alternative.

B This travel route is also known as the Oregon Emigrant Road. It is correct that historical resources may be present, and that the sensitivity of the resources (if any exist) remain undetermined. The physical existence of the resource -- demonstrated for example by well-defined ruts -- will be shown by field investigation.

T-15 (continued)

C settlement of this last frontier by veterans of three wars, the Spanish American War, World War I and World War II, starting in 1927 and finishing in 1949.

D How can you desecrate a gift of the United States Government to its heroes, these veterans that fought for the freedom and comforts which you, yourselves, enjoy today? You are using your economic might to use a route through fertile farmland, when you have an alternate route through barren and rocky public land. This is a slander to these brave veterans and the last of the pioneers, if you will, and a wasteful sin against what God intended for this productive land.

E Number two, esthetic. How would you like this line over your home. It's great for TV. Have your children playing around the towers, flying kites and other games, which could get them electrocuted. Picture a retirement home on one of these farms, in which you have invested a lifetime of savings and labor, and have to view these ugly lines and towers from your front porch, all of this, instead of the dream you had when you located the home originally. And the lowering of its economic value.

L If you are prevented from crossing the Lava Beds National Park for esthetic reasons, then because there are only a few hundred people involved doesn't make the reason any less valid.

G Number three, depredation. I use the word because it means exactly that, complete ruin and destruction. You pay for the right-of-way, but how about the future owners? I read somewhere that taking right-of-ways in this manner would stop if you had to pay a yearly fee as long as the obstruction transgressed the property and thus compensating future owners.

H Have you considered agricultural burning? The spokeswoman who talked at the Tulalake Rotary in the spring of 1986 said the smoke from a forest fire would short or disrupt the power. From time to time, we do field burning of straw, and a forest fire has nothing over the inferno of a good stubble fire on a hot summer day. If you are interested in the reasons for burning stubble, I would be glad to relate them to you at some other time. You may restrict burning under the line, but how about adjacent property or jumping of the fire lines and vandalism?

I I derive a portion of my income from agricultural pest advising for Macy's flying service, and since this would affect aerial spraying and some of the farmers that I service, I would have a loss of income. Put the loss of income for me aside. This power line is one more obstacle in that pilot's way, and the amateur pilots using Tulalake Airport.

M A power line route was changed from going across lower Klamath Wildlife Refuge because of a duck or two that might be killed. How much more valuable is a man's life? Society, rightly or wrongly, tends to try and preserve all kinds of birds, small darters and animals. I thought that this nation, of all nations in the world, valued human life more.

J Because the right-of-way could not be sprayed by air, it would become a reservoir of pests for the surrounding farms. Have you thought how one would plant potatoes under these lines by these towers? Harvest them? Landplane the ground? Solid set sprinklers? Wheel lines? Or how about a tractor driver falling

B (cont.) Old trails and roads, it may be added, do not in themselves constitute a class of resources that is frequently deemed significant by cultural resources administrators or by the Keeper of the National Register. If, however, the physical integrity of the resource is evident, and if the resource demonstrates special traits that relate to or are reminiscent of activities of regional or national historical significance, a case may be made for its eligibility to be nominated for inclusion on the National Register.

C See response to L-157 F.

D See response to T-10 F.

E See response to L-330 H3.

F See response to L-330 F1.

K Comment noted. See response to L-325 N.

L Transmission facilities cannot be routed across the Lava Beds National Monument. Federal legislation that established the Monument and the National Park System excludes this area from development for activities such as transmission lines.

G See response to T-37 I. The present value purchase price of the easement can substitute for the payment of annual rent. If the land is sold without the present value of the easement, the purchase price of the land should reflect the existence of the easement.

H Agricultural burning would not cause a mechanical failure of the line, but may increase the maintenance cost due to particulate deposition on line insulators.

I It is correct that transmission towers and lines present obstacles to pilots. The Draft EIS/EIR noted that towers and conductors present collision hazards for aircraft engaged in agricultural activities (pages 3.6-3 and 4 of the Phase III Report in Volume 2A of the Draft EIS/EIR).

M A wide range of factors are considered when evaluating alternative routes. Under normal circumstances, a human life would not be threatened by a transmission line.

J The Draft EIS/EIR noted both short and long-term impacts of farming around transmission towers including increased difficulty with cultivation and irrigation practices for the farmer, and more difficult aerial pesticide applications (pages 3.6-3 and 4 of the Phase III Report in Volume 2A). We are not aware of instances where aerial spraying has actually been precluded. See also responses to T-6 D and L-330 H3.

T-15 (continued), T-16, T-17

J [asleep or an inexperienced driver with a powerful 100 or 200 horsepower tractor being confused and hitting the tower?
I can think of many more scenarios, but this statement is already quite lengthy. I will close by saying that I will support my fellow farmers in doing whatever it takes to prevent this line from going through these fertile farms and destroying the land. You have a good alternative route, so use it.

MR. PUGH: Thank you, Mr. Bowen
Bud Greenbank, and followed by Dan Byrne.

T16 - BUD GREENBANK:

A [My name is William B. Greenbank. I'm a Modoc County Agricultural Commissioner. My address is in Alturas, California.

B [I share the concern of most of this audience regarding the devaluation of the land values, difficulty of farming around structures and the danger to workers and pest control operators, so forth, if this transmission line is placed on farmland.

C [I would like to bring up one other area of concern that I don't believe has been addressed. That concern is the introduction or spread of noxious weeds and insects, pests, by construction equipment and maintenance equipment into the farmland.

We have found, in the case of the natural gas pipeline construction, one instance of apparent introduction of a noxious weed specie and one instance of the introduction of root nematode.

We will have no idea where the construction machinery has been or what pests it may carry. And the introduction of another pest further devaluates the farmland. I believe this is one more concern to add to the many already expressed here tonight and I urge the Board to take it into consideration.

Thank you.

MR. PUGH: Thank you, Mr. Greenback. After Dan Byrne, we will have Eddie McAuliffe.

T17 - DAN BYRNE:

My name is Dan Byrne, Route 2, Box 54-D, Tulelake.

Thank you for this opportunity to address the Draft EIS/EIR on the California-Oregon Transmission Project, which I shall refer to as "the document."

I am a third-generation Modoc County rancher. We raise seed potatoes, field crops and cattle on lands identified as potential routes and adjacent to the preferred alternative route in the document. I am also a member of the Tulelake Growers Association Board of Directors.

While I am not fully versed in the EIS/EIR process, I am aware that the intent of this process is for a project proponent to set out for public review what they are contemplating and what effects their project will have on various disciplines, to include farming.

Although all of our contact with the California-Oregon Transmission Project has been cordial and they have always been

A See response to L-325 N.

B See response to T-6 F.

C Access of construction equipment on to farmland can be controlled so as to minimize the spread of noxious weeds and insect pests. Section 1.1.5 of Volume 1 describes the proposed measures for controlling contamination. See also response to T-6 F.

T-17 (continued), T-18

receptive to our input during conversations, much of what came out in the Draft EIS does not reflect what we talked about.

- A [In the document, the economic analysis presented concerning the effects of this project to our community's agriculture are vastly understated. The document identifies many of our concerns in the 3.6-3 Volume 2A text, then ignores them in the 3.6.3.2 (Agriculture) Identification of Quantified Effects. Let me emphasize, the four data components of 3.6-20 explicitly ignore all of the concerns identified in 3.6.2.2.

That's the way you guys said you wanted it.

I must assume that a document as comprehensive as this, which belabors minute points so tediously, and which obviously spared no expense in formulation, must have consciously taken the decision to lightly skim over the effects of this project to our community's farmland.

- B [The document states, at Section 3.6-78 sub 7, Equipment will be sanitized as per State and Federal regulations to prevent contamination of ground such as for seed potato production. I am not aware of any such regulations, as the certifying agencies do not specifically address individual growers' sanitation programs. They are only charged with observing and testing the potatoes. We have commented through the scoping process as to what minimum sanitation procedures would be necessary. We have given references with the certifying agency. We have obtained and submitted corroborating documentation. This input has been explicitly ignored by the document.

- C [I do not possess the means to adequately analyze economic cost to agricultural lands within the Tulelake Basin along the various proposed routes as the document has done. However, I took the time to figure the likely cost of our individual operation. To be blunt, our property composes just under one mile of 5.66 along Alternative 10N-D and my study, based on the document's assumptions and information given during the scoping and routing meetings, shows long-term costs to us in excess of those given for the entire alternate route. Please refer to Attachment A at the end of this testimony. I will turn this in.

Extrapolation can be hazardous, but, obviously, if such gross errors are evident within this small segment, what are the chances that similar costs in other routes are not misstated?

In conclusion, the Draft EIS/EIR analysis of potential impacts of the project to local agriculture is substantially lacking in scope and depth. Expenses to local farming operations are understated.

- D [Furthermore, I feel the preparers of this document were remiss in failing to give serious consideration to the John Cross Proposal. This alternative would significantly reduce my fears and concerns with the current proposal. Thank you very much.

MR. PUGH: Thank you Mr. Byrne.

Eddie McAuliffe, then Howard Klassen.

T18 - EDDIE MCAULIFFE:

My name is Colin McAuliffe. I represent McAuliffe Farms. Along with my brother, Mike, and father Eddie McAuliffe, we farm

- A Your comment refers to the discussion of potential long-term impacts on page 3.6-3 versus information in Section 3.6.3.2 on page 3.6-20 that identifies the four factors used to estimate short-term and long-term dollar losses for each route. See response to L-204 E.

- B See responses to T-16 C and T-6 F.

- C See response to T-36 C.

- D See response to L-330 H.

T-18 (continued)

approximately 1,800 acres in Modoc County southeast of Newell, of which 450 acres is farm ground under sprinkler irrigation.

The present preferred route of the California-Oregon Transmission Project would cross our farmland and entire ranch, from one boundary to the other, which we consider contains some of the most prime potato ground in this valley.

Considering that we have two high-voltage lines consisting of fourteen towers across this ranch already, we have a pretty good idea of the problems, costs and hazards which these lines can cause while farming underneath them.

First, let me go into the hazards of working beneath these lines with sprinkler pipe. One of the hazards is picking up a piece of pipe underneath these lines and getting a pretty good shock from the static electricity. We have all experienced this and had many employees who have worked with us who would testify to this fact. We have even had employees leave the field while working and refuse to go back during thunder storms and electrical storms, which always worsen this effect.

Even parking a vehicle or machinery for a period of time under these lines can produce a nasty shock for the person who makes contact with it. These problems, along with the constant possibility of running into the towers with farm machinery and vehicles, makes these lines very hazardous to work around.

Because we are financially dependent on row crops, aerial spraying is essential for the application of pesticides, herbicides and fungicides. Obtaining good aerial spray coverage around these lines is impossible and always results in yield loss due to the increased numbers of weeds and insects. Finding an aerial spray company to fly under these lines is getting to be almost impossible also. A third line crossing this farmland would put aerial spraying out of the question and also us out of business.

The cost of farming around these powerlines runs into thousands of dollars a year, so, in the course of a lifetime, you are looking at a very large amount of money. These costs are all a result of extra labor, loss of time, equipment repairs and loss of yields.

We have in the past also lost a considerable amount of sprinkler pipe line under these lines due to the effects of electrolysis.

In view of the fact that the land has already been devalued by the two existing lines, the addition of a third transmission line would make our land an unsellable item.

In closing, we wish to go on record as being in full support of the John Cross alternative route for the new transmission line, which would resolve all the problems with putting it through our farm ground as, well as everyone else's farm ground.

Thank you.

MR. PUGH: Thank you, Mr. McAuliffe.

Howard Klassen, followed by Bill Heiney.

A Potential electromagnetic effects and hazards are addressed in Section 3.10 of the Phase III Report in Volume 2A of the Draft EIS/EIR. Measures to reduce hazards are described in Section 1.1.5 of Volume 1 of the Final EIS/EIR.

B The Draft EIS/EIR (Section 3.6.2.2 in Volume 2A) discusses the difficulties associated with conducting aerial spraying activities around transmission towers and conductors. This section also discusses the problems involved in farming around transmission line towers.

C Section 3.6.3.2 of the Phase III Report in Volume 2A of the Draft EIS/EIR addresses potential costs of farming in the vicinity of powerlines.

D See response to T-4 H.

E As stated in Volume 2A, Section 3.8.2.4, the value of the encumbrance resulting from the transmission line easement will be established by appraisal and negotiations. Property owners will be compensated for the value of their losses. This process is intended by law to keep the property owner "whole" financially.

F Your support of the John Cross alternative is noted. See also response to T-10 F.

T-19, T-20

T19 - HOWARD KLASSEN:

Howard Klassen, Route 2, Box 64, Tulelake. I am a landowner and an area farmer and I am representing Modoc County Farm Bureau tonight.

Modoc County Farm Bureau, Stated Farm Bureau, American Farm Bureau's policies are to not disturb the farmlands. We feel that the draft did not significantly reflect the public lands in Modoc County, the public use that the power is going to generate for the percentage of the amount of public land that this power line can go through. They did not entirely study the Cross Proposal.

We urge a complete study and review of the effects of air traffic, being agricultural air traffic, private air traffic or commercial air traffic in and out of the different airports in the area, be it public or private.

We feel that the issue needed to be addressed a little bit more to the public use, the public use from the public land.

Thank you.

MR. PUGH: I think the reporter has been typing quite a while here with her fingers. I think we will give her a five- to ten-minute break, and then come back to hear from Mr. Bill Heiney.

(Recess taken.)

MR. PUGH: All right. We will continue through the speakers now. We would request that if you have new information that would be of assistance to the record and for the review, we would appreciate it.

If you merely want to indicate your preference for the John Cross proposal, if you could do it on a written comment form, it will be just as effective as making a vocal appearance on the record.

We have about thirteen more who have still signed up to speak. We will get started with those now.

I will call on Nick Macy of Macy's Flying Service next, followed by Heidi Tachirky.

T20 - NICK MACY

I am Nick Macy, owner of Macy's Flying Service, Inc. Address, PO Box 277.

MR. PUGH: Excuse me. Let's turn that on.

My family has been in the ag flying business in the Tulelake Basin for 23 years, myself, the last eleven years. Our business is not only ag flying, but we also are crop consultants to the farming community. We consult with farmers about problems that might arise in growing an agricultural crop, such as insects, weeds and plant diseases. We field survey and apply to as much as 80,000 acres in a season.

I am a licensed pest control advisor and applicator in California, Oregon and Nevada. I have a Bachelor of Science degree in pest management from the University of Nevada in Reno. In addition, I am the manager for the Tulelake Municipal Airport for Modoc County.

First, I would like to address the dangers to the air

A See responses to L-14 A and T-175 H and comment L-358

D See response to L-330 H.

B We do not believe that such a study is warranted. See response to L-330 M7.

C Comment noted.

A See responses to L-14 A, T-175 H, and L-358.

T-20 (continued)

A

navigation on the Tulalake Airport if the proposed California-Oregon Transmission Project is allowed to be placed in the adjacent area, called N10-D. If the line was placed a mile away or using the height of the towers to elevation of ground level, anywhere the line is placed in close proximity to the Tulalake Airport will create a hazard to public safety. This mile away figure was used in the Draft EIS/EIR.

At a mile away, traveling at 100 miles an hour, average for small airplanes, it would take 36 seconds standard conditions to reach the lines. In the event the pilot had an in-flight emergency, does this give him enough time to react and to elude the lines? How about the possibility of trying to find an area to make an emergency landing blocked after takeoff by these lines?

How can you assess the situation of the dangers of flying around high power lines at night? Even when the weather is good, this is hazardous duty. Mere speculation, but who in their right mind would like to risk the lives of the public to find out? One mile off the end of Runway 11 is too close for safety for our pilots or any other pilot using the said airport. Nowhere in the EIS/EIR states that FAA Part 77 study has to be done in case there is a problem with general aviation because it is a public airport.

B

Following the corridor parameters for the California-Oregon Transmission Project, it will directly affect growers that we offer our service to. We will have to issue a policy that we will not be able to spray all areas that are planted under the towers or lines.

This becomes a major problem to the grower, especially if he is in the seed-producing business. Not being able to fly under the lines around towers will leave small areas not treatable, which, in turn, leaves sources of inoculum of undesirable weeds, diseases and insects. This, in turn, can turn a seed source into an unsellable commodity for any agricultural farming product that the farmer raises is diminished. This product that is lower in grade can knock the farmer right out of the profit column.

We provide services to growers who make their living raising potatoes and grain for seed. Their reputation of having disease and pest-free products to sell is of the utmost paramount. If, as a licensed applicator, I cannot guarantee being able to treat all of his commodity, he therefore cannot guarantee to his buyers that he will have disease and pest-free products to sell. This will effectively put these farmers out of the seed-growing business.

It was never addressed in the Draft EIS/EIR what the monetary effect was on the growers that cannot raise seed because of the effect of not being able to produce weed, virus, nematode-free seed stock after the lines are placed in these fields. The growers have spent years to have a reputable product to sell. Their product must meet strict criteria from all states in which they are raised in and all the states this product is sold to. How will the COTP reimburse them for losses out of the seed-growing business?

B

On agricultural lands that cannot be avoided, every effort will be made to minimize the impacts on farm operations. To the extent practicable, towers will be placed near field boundaries or service roads, or perpendicular or parallel to crop rows. Also see response to T-37 I. It is not anticipated that any towers would be located on active farmland in the Newell/Tulalake area where seed potatoes are grown.

T-20 (continued), T-21

C On August 11th, 1986, the Modoc Power Line Committee gave a feasible alternative to move the transmission line to the east of existing lines. This was stated in John Cross's proposal. Nowhere in the EIS/EIR is there mention of it. The alternate stated as N10-4 closely resembles the route. The EIS/EIR makes this route less damaging to all criteria sought by the COTP.

The John Cross Proposal must be readdressed. All problems associated by the transmission line placed on farm ground would be eliminated. Therefore, it is inconceivable why the California-Oregon Transmission Project would want to go through prime agricultural property, not just making it a hardship for farmers working around these towers and lines, but the hazards it creates to air applicators and general aviation.

D The fact remains that this transmission line will not benefit Modoc County or its citizens. The California-Oregon Transmission Project is strictly for the public in large metropolitan areas and it must be placed on public grounds.

Thank you.

MR. PUGH: Thank you, Mr. Macy.

Next is Heidi Tschirky, followed by Glen Arthur.

T21 - HEIDI TSCHIRKY:

My name is Heidi Tschirky and my family owns the Old Bloody Point Ranch in Section 7 which your proposed route will cross.

I am very concerned about this power line, so concerned that I came tonight from Sacramento to be at this hearing.

A I am concerned about the potential health hazards associated with the power line and the fact that the preferred alignment goes through populated areas. The fact is that high-voltage lines do expose those who work and live near them to dangerous situations, which can range from potential long-term health effects to major shocks.

B In Volume 2A, 3.10-15, you state, "Internal standards for grounding stationary objects have been set by some utilities." But the majority of objects used by farmers are not stationary, particularly, irrigation lines.

C Following are a few of the health hazards to humans that exist if lines are located near farms and homes. A broken conductor can fall to the ground and a life-threatening situation can result. Lightning can strike near lines, posing hazards for persons standing or working near towers. Sprinkler irrigation heads can blow off, perhaps touching a conductor and posing a very serious danger for anyone operating equipment nearby.

Shocks are more hazardous for children. At age 10, I started moving sprinkler pipe. I don't think this is out of the ordinary in this area. The ground use standards that you have set in 3.10-16 in your document are impractical for use.

Shocks can occur and perhaps be responsible for causing a farm worker to lose balance and come into contact with moving parts of farm machinery and be seriously injured. Large shocks can paralyze hand muscles so a person is unable to let go. Risks of serious shocks are greater for people carrying metal pins or

C See response to L-330 H.

D For a discussion of the California Participants, see response to L-174 B.

A See responses to L-330 F3 and L-330 I1.

B There are guidelines available for use of non-stationary objects/equipment near powerlines. Literature describing the electrical effects of non-stationary objects around powerlines will be provided by COTP representatives to affected landowners.

C COTP will design its line to de-energize very quickly if a conductor would fall and touch the ground (less than 1/10 second). The line is mechanically and electrically safer than typical distribution lines. Towers are well-grounded and designed to intercept lightning strokes and safely conduct them to ground. Lightning strokes intercepted by the line would have hit nearby trees and other objects that are not safely designed to handle them. There are safety considerations in the use of irrigation equipment near powerlines. Also see response to L-330 G3.

T-21 (continued)

D plates in their bodies; and there is potential interference for persons wearing pace-makers. Your document states that these people should go see a doctor. I don't think that's really a practical mitigation measure.

E Sparks are hazardous for those wearing contact lenses, such as farmers who must crawl under their equipment to repair it, whether it breaks down underneath the power line or not.

F Under certain conditions, a spark can ignite a tank of gasoline. In Volume 2A 3.1019, you admit that it is not possible to conclude scientifically that there is a zero risk associated with long-term electric field exposure.

G Several different lines of evidence suggest that regular exposure to electric and magnetic fields experienced under the big lines may cause long-term health effects. Studies in the Soviet Union point to these hazards. They have studied these hazards and have gone to considerable trouble to set up standards to protect their workers.

There are at least a hundred different studies on biological effects of electric and magnetic fields. More than half of these show some positive effects. At this point, evidence points in both directions; and experts disagree.

It's interesting to note, however, that the Public Service Commission of New York has held hearings over a four-year period on the health and safety of overhead voltage lines; and, in its final decision, the Commission recognized the existence of a health risk.

Most of the research in this area has been done by the electric industry and, therefore, suspect. But even in the electric industry studies, there is evidence to reveal a number of biological effects from exposure to electrical fields. Changes in growth rates and activity rates have been discovered in both mice and birds. Russian scientists suggest electric fields may interfere with normal functioning of the central nervous system. A number of experiments conducted in the U.S. support this hypothesis.

The EIR/EIS should contain more comprehensive and adequate discussion of all -- I underline "all" -- available data and should include the studies reviewed by the Public Services Commission in their New York hearings.

I notice some of the researchers that were missing from your list. They are Daniel S. Gunn of John Hopkins Medical School; Knickerbocker, sponsored by the American Electric Power Company; the Illinois Institute of Technology Research Institute, as well as the Russian studies, should also be added to your findings.

I do not believe that the EIS/EIR can correctly identify the health effects of this proposed line as less than significant. Since the health issues are unresolved, it is important to avoid areas of population wherever possible.

H Volume 2A-B6, under Electric and Magnetic Effects, states "Routing Guidelines." And your own routing guidelines point out that use of residential areas should be minimized. I agree with this guideline. But I have trouble understanding why the Cross Alternative has not received more critical review.

D See response to L-309 E2.

E See response to L-330 G3. We know of no special hazard to contact lens wearers due to powerlines.

F See response to L-324 F.

G See response to L-330 F3 where the New York Power Lines Project is discussed. While it is true that many studies are funded by the electrical utility industry, the research is generally carried out by universities or research groups that have no stake in the outcome. These studies are based on accepted methods of scientific investigation, and the methods and results are subject to scientific scrutiny.

H See responses to L-330 H and T-10 F.

T-21 (continued), T-22

H Your preferred alternative, along with its potential health hazards, are routed through populated areas where people live and work. The Cross Alternative, on the other hand, has proposed a route away from people. And this is truly -- this truly mitigates the potential health hazards to humans.

MR. PUGH: Thank you, Ms. Tschirky.

Next, Glen Arthur, followed by Joe Cordonier.

T22 - GLEN ARTHUR:

I am Glen Arthur, residing at 1145 Tamera Drive in Klamath Falls, Oregon. That is my home address. Any my mailing address -- I also have an address in Tulelake at Route 2, Box 130, Tulelake, California.

In looking over this EIS and EIR draft, I am struck by the fact that it somewhat resembles a fairy tale, a very long story and very short on facts.

The evidence presented here, which I concur with, having been in this area a long time and realize that it is true, tends to point up many omissions and, in some cases, misrepresentations, throwing the whole draft into doubt.

A Now, I am going to address the wildlife question, which hasn't been addressed very well in the statement. Our wildlife should be here addressing that, but I don't see any sign of them and I haven't seen them at any of the meetings that I have been at. They are always crying about their wildlife and one thing or another, but when we come down to a critical situation such as this, the wildlife takes cover and goes somewhere else, apparently, because I haven't seen them so far.

First, in the draft statement, in reading it, I find that all I see there is a series of innuendoes and references to other texts and other people who have done studies, and that is the end of it. Let's get down to some actual facts, something that we can get our teeth into and something that should be in this environmental draft.

One is the flight pattern of feeding waterfowl in this area has a definite pattern. Having been a hunter, a resident for over 40 years, I am pretty well aware of what their patterns are. Namely, they come out of the lake in the morning, they drift to the south, usually, a large percentage of them do nowadays, and make a circle counterclockwise around the valley, feeding as they go in these fields. And they definitely feed heavily in the fields that are under the preferred route, as expressed in this draft.

They do mention casually that large numbers of waterfowl or other things, that if something happens, they might get into it. Well, if you have ever disturbed or had hunters disturb a large feeding body of waterfowl, you know exactly what they do. They go straight into the air, regardless of the consequences. If they happen to be under a power line, the results could be catastrophic for the waterfowl. This is something that happens every day during the season and all the days that they are in this particular area.

So the draft has not addressed this as it should have been

A See responso to L-157 I.

T-22 (continued)

A addressed. They have left out a lot of information. As such, it should be redone.

B Now, I am going to become a voice crying in the wilderness. I am going to mention the consumer in this process, which no one has bothered to say anything about, and who will ultimately shoulder the burden for the cost of this power line. And I mean the burden of it, because it will become a burden.

The first thing that is going to happen -- I am speaking as far as millions plus in Oregon and some millions maybe in the Northern California area who are going to be impacted by this type of operation that this power line represents.

The first thing that is going to happen is, one of the these years, and it's going getting close, we are going to have a drought, and they are going to have to deliver this power south on a guaranteed contract and they will continue to deliver it south.

When that happens, we will go into a brownout situation in Oregon; and they will import expensive power from somewhere else, maybe in Wyoming or somewhere, and they will comingle this power and they will produce a ratcheting effect on your power bills. And Heaven help us. The power bills for the farms, the pumping, is prohibitive already. They cannot stand anymore. I mean, there are ranches going out of existence because of these power bills. And here we have a situation where they will be able to ratchet their way upward, ever upward, but never down.

So Oregon cannot benefit one iota from this being shipped out of here, this power. It limits their ability to grow and develop, of which they have a lot of land that they can develop. And the same could be said probably of Northern California. Because this power's ultimate destination is not here; it's somewhere else.

So, as a consumer and speaking for the consumers, I would be diametrically opposed and am damnably opposed to it being built, period. Because it can only increase your power bills and everything else.

C And if it should come to the point that they decide to build this thing, then we come to the question of these alternatives that we have been talking about, of which they have chose to more or less ignore some of them or not produce environmental impact statements on them as they should have.

D Then we are into the situation that they start talking about costs. What costs? Who pays the costs? Let me ask you that question. You, as a consumer, pay that cost. They pay nothing. They go to the -- they go to your PUC and, if they need more money, they get it. I don't think you can show me a single power company that has gone bankrupt unless it was because of their own misjudgment in trying to develop some special power, like Washington State and a few places like that. That was a misjudgment on their part. The consumer had nothing to do with it.

They get their raises in power price to keep them in a profitable situation. They are guaranteed a profit. All they've got to do is go back and get it. So you, as the ultimate consumer, are the ones that is going to foot the bill for this.

B The COTP is projected to benefit ratepayers throughout the PNW, including residents of Oregon. The sale of surplus firm and non-firm power and surplus capacity will help provide for sharing of net costs of generating electricity, and thus help keep electric rates in the PNW low. In addition, in later years, after the region's firm surplus power has disappeared, capacity/energy and seasonal exchanges with California would allow the PNW to defer building new generating resources.

Power planning in the PNW takes account of the variation in weather within the region. PNW utilities that are part of the region's Coordination Agreement plan to serve their firm loads (regional and firm extraregional loads) even in the event of the worst water year on record. Energy available above that worst case amount, in the form of the additional flows that are likely in all but the worst year, can only be sold on a non-firm basis, and thus cannot be used to meet customer firm loads, unless backed up by additional firm resources (such as combustion turbines).

See the response to a similar comment, T-3 D and the referenced discussions which explain how the Northwest maintains priority to the low cost power to the extent the power can be used within the Northwest.

C Alternatives to the COTP are discussed in Section 2.0 of the Draft EIS/EIR and in the IDU Draft EIS.

Additional alternatives were discussed in the Supplement to the Draft EIS/EIR.

D The COTP is projected to have substantial benefits to ratepayers throughout the PNW, including residents of Oregon. The sale of surplus firm and non-firm power and surplus capacity will help reduce net costs of generating electricity, and thus help keep electric rates in the PNW lower than would be expected in the absence of the COTP. In addition, in later years, after the northern region no longer has firm surplus power, capacity/energy exchanges with California will allow the PNW to defer building new generating resources.

It should also be noted that a large share of the utilities in the PNW, including BPA and its publicly owned customers, by law cannot make a profit. BPA rates are set to cover costs, including repaying the Federal Treasury for the Federal investment in the Columbia River basin generation facilities, and to minimize rates. Thus any net benefits flow through rates of these utilities to reduce consumers' power bills.

T-22 (continued), T-23

D In closing, I would say that and I would support, if it comes down to that -- although I am opposed and I think every consumer in Oregon should be opposed. I think every consumer in Northern California should be opposed to this power line being built. It does not improve the situation. They give you all the facts that they will give us electricity when this happens. We will have more brownouts now, because all you have to do is read your newspapers. And within the past three years, we have had some of the most horrible brownouts in areas where they have interties everywhere. One little thing goes out and it takes the whole thing out. State after state is browned out or completely blanked out. So tying 'em together does not answer the question, as they would like to tell you, because there can be a malfunction and bingo! You are out.

F So I would stand behind the alternative that has been presented tonight known as the John Cross Alternative. My wife and myself have presented a letter addressing each of these points factually. No fairy tales, just factually. We will not present them at this time, because it will be incorporated in the Modoc Power Committee Commission's report.

Thank you.

MR. PUGH: Thank you, Mr. Arthur.
Next, Joe Cordonier, then Mr. Kelly.

T23 - JOE CORDONIER:

Hello. My name is Joe Cordonier, City Clerk for the City of Tulalake. I am here tonight representing the City and the viewpoints of the City Council.

The City of Tulalake would not be where it is today if it wasn't for agriculture. The city of Tulalake goes the way of agriculture. In a poor year, the City does poorly. In a good year, it's just the reverse. Any time an issue hits the local farming community with the magnitude that this issue does, the City of Tulalake is very concerned.

A The City of Tulalake supports their farmers. We do not want to see farmers or the supportive agencies, the supportive services that are rendered to farmers suffer in any way. In this way, the City of Tulalake does not want to see any adverse effects upon the local area, the wildlife, the services rendered, whether it be the aerial application of herbicides, insecticides, or whether or not it be just the hardships on farmers, as stated earlier, with moving the pivots, hand lines, things of this nature.

We do not believe that the John Cross Alternative has been looked at thoroughly enough. We, the City Council, is dead set against the placing of this proposed power line on irrigated farmland in the Tulalake area.

We do not believe that the preferred route, as stated in the EIS/EIR, is the preferred route of the local Tulalake people. And we would sincerely hope that the alternative route is given its just due and consideration.

Thank you.

E As Mr. Arthur points out, the COTP and AC Intertie do not support local electrical distribution systems which deliver power to the home. They are designed to transfer power over long distances and, consequently, are not electrically connected because of the high voltage and design to the local systems.

The AC Intertie system is being modified to add additional equipment to increase its reliability. With the installation of additional circuit breakers, relaying, and controls, the AC Intertie reliability should increase, thereby reducing the possibility of outages. In addition, the COTP is being designed based on the concept it will increase the overall system reliability, and is being located to help assure a simultaneous outage of all three lines does not occur.

F Your support for the John Cross Alternative is noted.

A See response to L-330 H.

T-24, T-25, T-26

MR. PUGH: Thank you, Mr. Cordonier.
Mr. Kelley, then Jerry LeQuieu.

T24 - GENE KELLY:

My name is Gene Kelley, Post Office Box 250, Keno, Oregon.
I am an employee of the Soil Conservation Service. I serve as technical advisor to the Lava Bed Resource Conservation District, the State agency charged with resource protection in the Tulelake Basin and Modoc County under Division 9 of the California Public Resources Code. Our address is Route 1, Box 246-AA, Tulelake, California.

A [The statement in the EIS/EIR, Section 3.6-20, Volume 2, related to Prime, Statewide, Unique and Locally Important Farmland maps and their availability in Modoc and Siskiyou Counties is misleading. Information to make such a determination is available, but has not been published. This data will be provided to the California-Oregon Transmission Project prior to the end of the EIS comment period.

The soil series listed by the Soil Conservation Service as prime farmland in the Butte Valley Soil Survey Area are attached as a list and in the written comment form, which I will submit to the court reporter for the Lava Beds Resource Conservation District at this time.

Thank you.

MR. PUGH: Thank you, Mr. Kelley.
Jerry Le Quieu, then Michael Byrne.

T25 - JERRY LE QUIEU:

My name is Jerry LeQuieu. I reside at Route 1, Box 241-B, Tulelake. I have a prepared statement this evening. I'll only share just the first paragraph, and I'll leave you a copy.

As a landowner affected if the transmission line is built on the preferred route, I take this opportunity to share my concerns.

A [A report released from Sacramento by the American Farm Trust in January of last -- it was entitled, "Justification of Destroying Prime Farmland in California," -- states that an estimated 44,000 acres annually are swallowed up by urban growth. Additional farmland is threatened by soil erosion, salination and the use of underground water faster than it can be replaced. The report suggests enacting a law to require local governments to give higher priority to saving farmland.

With diminishing prime farmland, why lose more to a transmission line capable of being placed east by using the John Cross Alternative.

Thank you.

MR. PUGH: Thank you, Mr. LeQuieu.
Michael Byrne, followed by Jim Kerns.

T26 - MICHAEL BYRNE:

My name is Michael Byrne. I reside at Route 1, Box 246-A,

A [Comment noted. This section of the Draft EIS/EIR, as described in Section 1.2 of Volume 1 of the Final EIS/EIR, has been clarified to indicate that the information for making the maps is available, but has not been published.

A [See responses to T-10 F and L-330 H.

T-26 (continued)

Tulelake, California.

I am currently President of the Modoc County Cattlemen's Association, 202 West 4th Street, Alturas, California. I am also the President of the Lava Beds Resource Conservation District. These two organizations are vitally concerned with the routing of the proposed 500 kilovolt line.

I farm in the area of the proposed Intertie, growing certified seed potatoes and other crops with my brother Dan. I am also involved in the family cattle business, which operates in the area of the proposed routes.

I would like to take this opportunity to comment on the insufficiencies, omissions, errors and inadequacies of the Draft EIS/EIR.

A The report has not adequately addressed agricultural concerns which were brought out in the previous scoping and fact-finding meetings.

The criteria used to determine the important farmlands on the proposed routes used an indicator of agricultural preserve lands. On page 4.1-37 of Volume 1, the following statement was made:

"However, Alternative A would have the greatest impact on agricultural preserves with 14.83 miles crossed; whereas, Alternative D would have the least impact since no agricultural preserves are crossed. (Modoc County does not employ the agricultural reserve system.)"

It further states, under the Land Use section on the same page:

"Alternative D would have the least overall impact on land use resources because it affects less prime timberland and TPZs" -- which are Timber Protection Zones -- "than Alternative A, B and C. It is the only alternative that does not affect agricultural preserves, since it lies in Modoc County, which does not participate in the Williamson Act Program."

More reference to the lack of agricultural preserves are contained in Volume 2 on page 3.6-28. The amount of land comparable to the above cited 14.83 acres in Alternative A on our Alternative D is 18 acres or more by the time you go to the end of the line segment N-10K, which approximates the south end of our valley.

B As far as the TPZ, Timber Protection Zone, lands on Route D are concerned, there has to be private ownership of the prime timberland to qualify it for a TPZ. The case in Modoc County is that, along these proposed routes, there is not private ownership of the timberland. The timberland is on Forest Service lands on the proposed routes and using TPZs as a criteria is, again, misleading and reproachable as a tactic for valuation.

C Also, on this page, it states, for an agricultural land

A The consideration of agricultural preserves as a potential impact was only one land use item considered in the alternatives comparison process. This was used because local governments (e.g. Siskiyou, Yolo, Solano, and Contra Costa Counties) often cited the Williamson Act program as a key aspect of their agricultural land preservation policies. Although the agricultural preserve factor was not applied to Alternative D's N-10 routes, inasmuch Modoc County does not participate in the Williamson Act, we still regarded the farmland in the County as a valuable, and significant resource. This is reflected in the conclusion that Alternative D has a significant impact on irrigated cropland. The irrigated cropland and agricultural preserve factors were just two of the components among a number of land use items considered in the comparison of alternatives.

It is not possible to verify the conclusions regarding the amount of Tulelake Basin land that would be comparable to Alternative A's agricultural preserve land. Your estimate on the proportion of rangeland, non-irrigated, or irrigated cropland is noted.

B Comment noted. The amount of TPZs was one of several considerations for comparing alternatives from a land-use perspective. See response to L-295 D.

C See response to T-26 A and T-30 C.

T-26 (continued)

C crossing to be significant, it needs to be at least one-half mile long. This is an arbitrary and capricious designation, for which I can find no basis.

D It is a fallacy to use agricultural preserve land as an indicator of the importance of agriculture when this criteria is not comparable in all the areas being compared. The decision to be included in the Williamson Act is made on a county-by-county basis by the voters. The absence of agricultural preserve land in Modoc County in no way reflects the value of the land in Alternative D.

I have contacted the Modoc County Assessor John Dederick concerning which lands would be included in Modoc County if we used the Williamson Act, and was assured that irrigated crop and grazing lands would qualify.

There are several more statements on page 3.6-75 concerning the agricultural preserves. The document states:

"N-10 routes cross over more land than any other routes within the study area corridors. Even though N-10 routes cross approximately 65 percent privately owned land, less than 1 percent is in agricultural preserves."

These statements are very misleading.

A better indicator of the value of agricultural land crossed by the proposed line would be to use the Prime, Statewide, Unique and Locally Important Farmlands maps of the California Department of Conservation/USDA Soil Conservation Service.

In the text, on pages 3.6-20 of volume 2, it states that maps were not available for Colusa, Modoc, Sacramento, San Joaquin and Siskiyou Counties in California or for Jackson and Klamath Counties in Oregon. At the time of the writing of this document, that was the case.

At the present time, the Department of Conservation is preparing these maps for the proposed routes and have assured me they will be available before the written comment period has been completed.

At the present time, unique farmlands can be identified using the crops which are grown on the land. A partial lists of crops qualifying contains: potatoes, onions, alfalfa, barley, oats and wheat. All of these crops are grown on land in the proposed routes. The SCS document with the complete list shall be given to the hearing officer.

I would think the proponents of this project could prepare a better document than this if they are actually trying to find the environmentally superior route. There are so many gross errors in documentation and assumption that I question if this process has led them to the correct conclusion.

If a more realistic indicator of land value was used, the significance of the project would be more accurately shown in the compilation tables and could lead to a far different result than is currently anticipated.

E On page 3.6-58, Volume 2A, it states that Modoc County does

D See responses to L-330 E7 and L-297 I.

E Comment noted. See response to L-330 D7.

T-26 (continued), T-27, T-28

E not address transmission line siting either in the General Plan or in the zoning ordinance. The General Plan is currently being revised and will be in effect before construction begins. A new policy was added stating: "Power transmission line corridors should be located in non-exclusive agricultural areas and away from airports."

F The placement of the line on any land will cause the valuation to decrease. The higher the value of the land, the more severe the reduction will be. The Modoc County Assessor John Dederick feels the above facts are substantially correct and will give a written statement confirming this.

G As you can see already, there are a substantial amount of errors and grossly wrong assumptions in this document. It leads me to believe that in the areas that I am not familiar with, more of the same errors are present. I would therefore submit that this document needs to be carefully checked for accuracy throughout and a painstaking look be given at the conclusions that were arrived. The changing of certain assumptions can have a significant effect on the final outcome of this project.

H I think the proponents were remiss in not evaluating the Cross Proposal, as it would alleviate many of the concerns of not only the agricultural community, but also of the environmental and governmental interests involved.

Thank you.

MR. PUGH: Thank you, Mr. Byrne.

Next is Jim Kerns, followed by Otto Huffman.

T27 - JIM KERNS:

I am Jim Kerns, Route 5, Box 416, Klamath Falls. I am not going to tell you how long I have been here. I am representing the Klamath County Chamber of Commerce.

A The Klamath County Chamber of Commerce endorses the building of this line if you do not cross the farmlands and if you pick an alternate route to the east of the preferred route.

B Speaking as an irrigation dealer, I can say that there is lots of problems, of course, with putting pivots and wheel lines on this kind of ground where you have a power line.

C There is another problem which was mentioned briefly here that we have a lot of electrolysis of aluminum main line that is lying on the ground. It's a very definite hazard, in fact.

Thank you.

MR. PUGH: Thank you, sir.

Otto Huffman, followed by Rick Staats.

T28 - OTTO HUFFMAN:

My name is Otto Huffman. I live at Route 2, Box 104, Tulalake, California.

I was born and raised here. I now operate my father's farm with my brother. I spent my life looking at the two existing powerlines. I resent your wanting to put a third power line through this area.

A I also question your selection of the preferred route. I

F Comment noted. See response to L-329 T.

G Changes and corrections to the Draft EIS/EIR are presented throughout Volume 1 of this Final EIS/EIR.

H See response to L-330 H.

A See response to T-1 A for a discussion of the Loveness-Graham option, a new route option analyzed in the Supplement to the Draft EIS/EIR. It is part of the final preferred route.

B Transmission towers make irrigation with wheel line sprinklers more difficult because extra time is required to dismantle equipment and move the lines around a tower. These problems are discussed in Section 3.6.2.2 in the Phase III Report of Volume 2A of the Draft EIS/EIR. After the precise identification of a 200-foot wide easement within the 1,500-foot wide preferred route, and after the location of specific tower sites at approximately 1,200-foot intervals, few, if any, irrigation systems will be affected.

C See response to T-4 H.

A Your opposition to the proposed line is noted.

B Public comment was considered in the selection of the preferred route. However, it was only one of numerous considerations. See also response to L-330 H.

T-28 (continued), T-29

- B** believe that the preferred route was chosen solely on the basis of the public response to the original proposal. We were the only area to even offer an alternative to your proposal in our area. The other area's alternative was to put it in our area. Because we were willing to work with you, I feel that you think that we are weak; that we will not oppose you if you give us a little slack.
- If you do not follow the John Cross Proposal, I would advise you that your Environmental Impact Report does not address the fact that we will fight you.
- C** I question whether or not the environmental concerns of the other people that you cover are more important than our human living conditions here. I do not know of anyplace where your EIR addresses the number of man-hours that would have to be spent underneath the power line. In a farming operation, it would be much more than anywhere in the range land.
- I believe that the existing lines that we have through our area are too close to the basin now. Your proposal would put a third one even closer.
- D** Our area is more densely populated than what I have seen of the other two. Our area does not have the cover to help hide even the existing lines. To put a third one would make it more visible to more people than I believe the other two would.
- I hope that you will take these facts into consideration and use them in your Environmental Impact Report.
- Thank you.
- MR. PUGH: Thank you, Mr. Huffman.
- Rick Staats, followed by Loren or Elsie Loveness.

T29 - RICK STAATS:

I am Rick Staats. I am representing State Senator John Doolittle, 720 Sunrise Avenue, Roseville, California. I have a short statement here from the Senator.

"I take this opportunity to express my position on the location of the route that the California-Oregon transmission line eventually takes.

- A** "As the State Senator representing Modoc County, I am deeply concerned with the project's effects on the lands the line's corridor will traverse, as well as the effects it has had on the people who live and work on or near the path of the corridor.

- B** "As I am most sure you are aware, I have been closely monitoring the proposals since most of them were first introduced to the public. There has been an apparent lack of cooperation on the part of the project staff in releasing information to the residents and government entities within Modoc County. On several occasions, there has been little or no information released on the potential location of the preferred route.

"The lack of information available has brought a deep feeling of mistrust of the project by the residents of the area. It was my hope that we could have brought about a more productive atmosphere and cooperation by open dialogue between the area's

- B** Optional routes were suggested by residents in other areas. As examples, residents of Butte Valley suggested both Alternative C and the western option within Alternative B.

- C** In general, it is probably correct that the number of man-hours spent beneath a transmission line would be greater in a farming operation than for a range operation.

- D** See response to L-330 F1.

- A** The effects on lands are of great importance to the COTP proponents. The environmental process is designed to produce a route that minimizes impacts to both land and the people who live and work near the COTP.

- B** From the beginning of the planning process, the lead agencies have conducted an active public information/public involvement program in Modoc County and throughout the COTP study area.

The intent of this effort has been to keep the public up to date on the status of the studies and to provide them an opportunity to express their concerns and views. At different stages, public meetings and workshops were held to provide a forum to exchange information. The public was also encouraged to send written comments at any time. In addition, newsletters were issued periodically and a special information telephone number was published to give the public access to information regarding the routing identification process and other activities.

T-29 (continued), T-30

C residents and the project staff.
D "The route designated by the project as the preferred alternative would, in my opinion, be detrimental to the agricultural industry in Modoc County. By locating the lines along or near any irrigated cropland, it would make the cost of production of these lands prohibitive.
E "In addition, the preferred route would take out of production some of the most productive and accessible private timberlands in California.
F "I am quite sure that if the project was to have done a thorough economic analysis and evaluation of the preferred alternative route, you would find the adverse economic impact would far outweigh any benefits the route might have. The easternmost alternative would have little effect on the irrigated farmlands.
G "I strongly urge you to reevaluate your chosen route and, instead, place the lines where they will cause the least amount of disruption to the economy of Modoc County." And that is the John Cross alternative.
Thank you.
MR. PUGH: Thank you.
Loren Loveness, followed by John Coulson.

T30 - LOREN LOVENESS:

My name is Loren Loveness. I reside at HC-62, Box 21-A in Malin.

I feel the Draft EIS for this project has not produced objective information concerning the effects of this line on the residents in this area. The following issues, I feel, have not been properly addressed; not necessarily in this order. I previously addressed these at the meeting earlier, so I will summarize this.

A First of all, visual impact, wildlife studies, farmland avoidance, airport considerations, aerial crop-spraying dangers, electrolysis on irrigation equipment, home building sites and noise criteria for rural areas, and the viable option introduced by the Modoc-Klamath Power Line Committee.

B I don't -- as other members have, I do not believe this project is in the best interest of Oregon environmentally or long-term economically.

C And as another individual has previously mentioned, it is my impression this report does not recognize the route over agricultural land as being a significant factor until it crosses an area a half a mile or more. I have yet to find a farmer that would agree with that policy. A field shorter than a half mile could easily have four wheel lines or a pivot irrigation system on it.

D And I would like a chance for Nick Macy of Macy's Flying Service, a chance to clarify the stand of the California Spraying Association, about their stand on these towers, which I think was confusing at a previous meeting.

Thank you.

MR. PUGH: Thank you Mr. Loveness.

C There have been extensive public involvement and information activities throughout the environmental process for the COTP. Section 1.1.7 of Volume 1 of this document summarizes those activities. We believe we have been very active and responsive in keeping area residents informed.

D We agree that farming costs would increase from the presence of towers and conductors which cross cultivated agricultural areas. We feel that the transmission line would be one factor affecting each farmer's unique economic situation. The economic effects are addressed in Sections 3.6 and 3.8 of Volume 2A of the Draft EIS/EIR. Also, see responses to T-9 A and L-27 D. The word "lines" was erroneously typed as "lands" in this comment on page 78, line 1 of the hearing testimony.

E See response to L-179 C.

F A short and long-term economic analysis based on a lost crop revenue approach was conducted (refer to Section 3.6.2.2 of Volume 2A of the Draft EIS/EIR). See response to L-204 E.

G See response to L-330 H.

A See responses to T-4 B, T-4 C, T-4 E, T-4 F, T-4 G, T-4 H, T-4 I, T-4 J, and T-4 L.

B Comment noted. The COTP is projected to have substantial benefits to ratepayers throughout the PNW, including residents of Oregon. The sale of surplus firm and non-firm power and surplus capacity would help reduce net costs of generating electricity, and thus help keep electric rates in the PNW low. In addition, in later years, after the region's firm surplus power has disappeared, capacity/energy and seasonal exchanges with California would allow the PNW to defer building new generating resources. For further discussion of the benefits to the Northwest, see the response to L-329 A.

C The half-mile significance criteria is appropriate for the agricultural areas crossed by COTP study routes, since towers are normally spaced at quarter-mile intervals and a span of less than one-half mile would result in only one or no towers being placed in the field. Regardless of the criteria, each study route is evaluated on its own merits so that potential agricultural impacts are not ignored should the route cross any farmland at all.

T-30 (continued)

D Comment noted. Mr. Macy's testimony is included at T-20 and T-58.

T-31

Mr. Coulson, followed by Dan Kelleher

T31 - JOHN COULSON:

My name is John Coulson. I am a member of the Modoc County Board of Supervisors, whom I represent here this evening.

Recently, on the 21st of January, 1986, our Board passed a resolution that I would like to reenter into the record. It reads:

A

"WHEREAS the Boards of Supervisors of the County of Modoc has examined the map entitled Preliminary Alternative Corridor Segments (northern section) showing several proposed routes for the California-Oregon Transmission Project, and

"WHEREAS it appears to the Board that the eastern corridor on said map would be detrimental to the agricultural interests of the Tulelake-Newell Basin area, and

"WHEREAS agriculture is a vital part of the economy of Modoc County and alternative routes are available which would not have a detrimental impact on agriculture,

"NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Modoc opposes the use of said eastern corridor by the California-Oregon Transmission Project and urges that one of the alternative routes be selected which does not have substantial adverse effect on agriculture.

"PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Modoc held on the 21st day of January, 1986."

Signed by Chairman John B. Laxague.

That will be entered into the record again.

The statement from the Board as of today is addressed to James W. Beck, Chairman, Environmental Coordinator, California-Oregon Transmission Project, PO Box 660970, Sacramento, California, 95866.

"Dear Mr. Beck:

"The Board of Supervisors of the County of Modoc hereby proclaims its support of the position taken by Modoc-Klamath County Power Line Committee with regard to the routing of the proposed California-Oregon Transmission Project.

"The Board also calls your attention to the John Cross alternative routing proposal which was submitted to your Agency in August of 1986 but not included in the Draft EIR/EIS released in November of 1986. The cross proposal should be studied as an alternative, in that it meets the

A

See response to T-20 D for a discussion of the study route within the preferred route that reduces impacts to agriculture. See response to L-330 H for a discussion of the remaining problems with the Copic Bay option. See response to T-1 A for a discussion of a new route option in the Supplement to the Draft EIS/EIR, the Loveness-Graham option, to the east of the preferred route near Malin, Oregon and north of Newell, California.

B

The Copic Bay option, similar to the John Cross alternative, was included in the Draft EIS/EIR, Volume 1, page 4.1-41. See response to L-330 H.

B

T-31 (continued), T-32

B objectives of the area residents and the County and appears
C to mitigate impacts to agricultural lands.

"The importance of routing transmission lines away from the limited intensively farmed lands in Modoc County is indicated by the policy statement in the draft County General Plan. 'Power transmission line corridors should not be located in any productive agricultural area, including exclusive and general agricultural lands or near airports.'

"The Plan proposes that exclusive agricultural areas require 80-acre minimum parcel size and nonagricultural uses be severely restricted. The exclusive agricultural designation area is attached.

D "The Draft EIR/EIS also fails to give adequate consideration to the value of the farmland in the Newell area, not only as an economic and environmental resource for the area, but also its importance relative to the limited amount of valuable farmland in the rest of the County. Unfortunately, the Newell area has not been mapped by the Soil Conservation Service and is therefore not included in a Department of Conservation Farmland Mapping and Monitoring Program." Which has been alluded to a little earlier, I think, by Mr. Byrne.

"However, the County Agricultural Commissioner's Office indicates that the area would fall into the Prime and Statewide Importance categories. Projects which conflict with the preservation and viability of agricultural land should be especially scrutinized."

Signed by our Chairman John B. Laxague.
I will give the officer copies of this.

Thank you.

MR. PUGH: Thank you, Mr. Coulson.

Dan Kelleher, followed by Andrew Geiger.

T32 - DAN KELLEHER:

My name is Dan Kelleher. I reside at Route 1, Box 113, Tulalake, California.

A I represent the Tulalake Growers Association, approximately 100 farmers in the Tulalake Basin. Our written oppositions to the proposed 500 kv line are already on record. If they are not in your file somewhere, we will be glad to resubmit them.

B In brevity, I would rather speak about something else. We have a unanimous resolution in our membership that we are completely opposed to having this anywhere on private grounds.

C We also -- at our last meeting, which was just a couple weeks ago at our annual membership meeting, we urged the adoption of the John Cross Alternative. We think that this is the equitable and probably undoubtedly the most common-sense solution to this problem. And why the EIS/EIR will not accept or even consider it, I think, dismays us very much.

And further in this line, you know, all is not lost. Look at the opposition that is here tonight. We are not really

C Comment noted. COTP appreciates your forwarding this draft of the plan.

D See response to L-330 E7.

A We received your written statements of opposition to the proposed line.

B Your opposition to siting the proposed line on private land is noted.

C See response to L-330 H.

T-32 (continued), T-33

standing alone. I think that the Board of Directors of the Growers Association has already said that, if this has to get down to a real hassle, we are prepared to back whatever actions monetarily. We would also need money from private individuals probably, but we are on record as providing financial support if we are going to have to really take this thing further down the road. We will leave those alternatives open.

I think also that we should note that the opposition that is evident tonight is going to intensify, not subside. I think, if we have this many people at the first public meeting here, I don't know how many we could really muster with a good letter campaign. And we have the addresses in the Growers office.

This brings me to one more point. Since the inception of this attempt to come off the private lands with this line, the Tulelake Growers Association has furnished a secretary, telephone service, the ditto master, everything, the paper, whatnot. We will continue to do this. This has been a service to those people who need help. And we will continue to do this.

Our phone number is -- any of you who live in Oregon, we are area code 916 down here. We pay our dues in Sacramento. Anyway, we are (916) 667-5214. Our very capable and willing secretary is named Judy. And she says she'd even skip lunch if the phone call is important enough. So you please contact us. We will help you in any way we can.

Thank you.

MR. PUGH: You are welcome for the unpaid advertisement. All right. Andrew Gigler.

T33 - ANDREW GIGLER:

First, my name is Andrew R. Gigler. And I am a businessman from Klamath Falls, Oregon. And I am not going to go into a whole lot --

MR. PUGH: Can we have your address for the record, please.

MR. GIGLER: Okay. Andrew R. Gigler, 4230 South Sixth Street, Klamath Falls, Oregon, 97603.

Now, in order to qualify myself, I have been in health food business, dealing with human health, for 40 years, about as old as anybody on the Pacific Coast working with human health. I have been in the sporting goods business for 45 years, which, again, puts me close to the environment.

Now, I am going to take a rather unusual approach here. I am not even so much here tonight for the Cross Alternative. I don't think there should be any powerlines at all coming out of Oregon. I think Oregon should protect Oregon for Oregonians and I don't see why that we should be responsible for the ill-mannered breeding habits for the greedy Californians.

Now, the burden -- I am going to go just mostly just into the health business on this, which I feel has never been -- after many, many years, these meetings that I have attended, it's a pity that the health aspects of these 500 kV and more lines have never been approached or hardly ever been mentioned, except by the nice little girl over there tonight and a few other people. And I would hope -- we talked about, this last gentleman -- that

A There would be a benefit to both California and the Northwest if the Northwest is able to sull more of its surplus capacity and energy to California. Also, based on average Northwest water conditions, after the present surplus is gone, the Northwest would have non-firm energy to sell to California in the average year. This would also be a benefit for both California and the Northwest.

Additionally, an important benefit to the Project is that it enables California and the Northwest to take advantage of inter-regional diversity in loads and resources. During the summer period when Northwest loads are low and utilities are generating electricity with their less expensive resources, the Northwest can supply to California electricity at costs less than California could generate such electricity. During winter, when California loads are relatively lower, California can supply electricity to the Northwest at rates favorable to the Northwest. See the responses to T-30 B and L-329 A for further discussion of this topic.

T-33 (continued)

B there would be a groundswell against these ridiculous 500 and more kv lines. When we are talking about 500 kv lines, it's just a foot in the door for bigger lines to come.

Now, the burden of proof of 500 kv lines or more lies in the hands of the power transmission and industry; not in the hands of the people. The little publicized hazards of electric power transmission lines are quite normal of the short-sighted materialistic greed of the corporate giants. This is nothing less than criminal. All health hazards should be properly addressed in the Environmental Impact Statement.

C Now, I want to -- I have got the -- you did graciously send me the Environmental Impact Statement, and I certainly have went through plenty of environmental impact statements working on environmental issues.

I think this time I think that is one of the biggest farces that I have ever come across. There is more gobbledegook in that, I mean, that whole thing, your Environmental Impact Statement. I mean, I don't know how the people can accept such nonsense from what was supposed to be people that have a little brains.

D Now, to not pursue all the health matters in the field Environmental Impact Statement is not -- is -- or of the -- no. I will have to go over that again. To not pursue all health matters in the field of biological effects would be immoral and illegitimate.

Running these 500 kv lines and already planned 1,500 kv lines is only using the Klamath and Tulelake area residents as guinea pigs and, in turn, could turn their rich farmland into wasteland when the true health hazards of these lines are studied further; not by the power companies, as this Environmental Impact Statement, I feel, was produced. This is the fox in the chicken coop approach. It's fake. And all the health studies connected with it is just pretty very much -- very weak. But studies made by private unbiased research. I challenge the wisdom of semi-secret government and industry decision-making.

E Since cancer and cardiovascular diseases -- and cancer has taken one out of three people now. Cardiovascular is about the same. These are big health hazards -- are taking number one spot in America today and they are increasing at a catastrophic per capita rate faster than any other 20th Century degenerative disease, it is time to stop the concept of energy at any price and, instead, adopt policies of conservation rather than waste.

N We must balance between the ill-planned forces of industry and a livable environment and curtail such sledge-hammer threats as the power of eminent domain. Klamath and Tulelake area interests should not be sacrificed to the electrical power needs of the metropolises hundreds of miles away. And field pollution which surrounds all of us in the form of high-voltage power lines is a health threat to all.

O Now, what this is happening with -- and there is an epidemic of this throughout America today. And it's called *Candida albicans*. It's caused from stress, from this, what I call an unlivable environment. It's a precursor of all diseases. And everybody has it, more or less. It's very serious. It

B See response to L-330 F3.

C Comment noted.

D See response to T-18 A. The studies reviewed in Section 3.10.4.5 were conducted by a number of independent researchers as well as the electrical industry.

E See the responses to L-243 C and L-3 S.

N See response to comment T-48 J.

O Comment noted.

F No scientist or biologist has proposed through research that powerlines cause AIDS. The disease was first discovered in rural African villages. The electric fields of 500 kv high voltage powerlines reach zero at about a few hundred feet away. The COTP staff is not aware of *Candida albicans*.

T-33 (continued)

F

breaks down your immune system. And it isn't, what I call it -- what we get from this is Acquired Immune Deficiency Syndrome, which is AIDS. It isn't the same kind of AIDS that the guys have in San Francisco, which is a virus. But this here is a fungus. And it's among all of us.

And it's caused from not just from powerlines but it's a combination. It's very real. It's not to be sniffed at. Because when you have friends dying that's close to you with cancer and heart attacks and stuff like that, I mean, it's really something.

Now, you are not safe -- this here was mentioned to me by several famous doctors, one of them a very famous cancer specialist. You aren't safe within 30 miles of these high tension power lines, 30 miles. Now, I would say that you could -- might even figure a little more.

But now, okay. I want to just touch one little thing on this, as an example of what a fake whole thing this Environmental Impact Statement is. In fact, you mentioned many times here the bees. The bees are the only thing you mentioned that would be hurt underneath the power line or from this being near a power line. I didn't mark down the page. I will, if you want me to.

And, but see what -- again, the life of a bee is only about two months. And the life of a ladybug is only about a month and a half, two months. And friendly -- I am talking about the friendly predators, and which is, you know, a month or two months. You also mentioned a swine study in there. Well, this here, that's only until the pig goes to market at less than a year.

Now, what we -- when we get into this human health -- and this is what I am concerned with, the fact that you guys never approached this. This -- the average life of a human being is 70 years. And it's just -- I don't want to be -- you know, reminds me of Silent Spring. I mean, the fact, are we going to wait until we see the last man disappear on this planet? I mean it's real. This pollution is real. It's not imitation.

Okay. I got just a speck more here. Okay. The effects of construction and maintenance. And that was A. And then we will go to 1 under that. Clearing of land within the right-of-way, and I suppose -- but I am going to give you all this; two, clearing and maintenance of the access roads; that's three, soil compaction and other physical damages; four, interference to agriculture, migration of deer herds, migrating waterfowl due to the power lines and the towers; number five, aesthetic impact of power lines; number six, use of herbicides for brush control under the lines.

The next one was B. Hazards of electric shock from line contact.

C. Effects of corona. Radio and television interference; audible noise; reduction of -- production of ozone and oxides of nitrogen.

D. Effects of the electric and magnetic fields. 1. Ignition of sparks and discharges; induced electrical shocks; biological effects of electric and magnetic fields; four, interference with cardiac pace-makers.

T-33 (continued)

G In this area, there is five -- and I said I agree with my friend over there, I guess it was, said that it was funny there isn't any game officers around here. And it is funny. There is five different wildlife refuges here. And I mean, I am-sick that these guys aren't against this power line. The area takes care of five million waterfowl each fall. This is about 75 percent of the Pacific Flyway. It is the largest concentration of waterfowl in North America. The economic value is irreplaceable. In cash, from hunters and tourism, it adds over a million dollars a year to the economy of the Klamath Basin and the Tulelake Basin.

H As for the deer herds, we had, which is well recognized, the largest migratory deer herd in the world a few years ago. That was interstate muledeer herd. It's down to practically nothing now. It isn't just necessarily from those three lines coming through here already, but I daresay that another line isn't going to help a damned thing. This happened by poor game management and too many roads and stuff like that, which would be -- goes right along with the access roads and the power lines and stuff like that.

I Now, as for human health and the effects of these lines, according to the Kovbobjkova study -- this was a Russian study -- they examined 550 long-term workers at 500 kV substations who wore no protective clothing. This revealed such effects as shattering of the dynamic state of the central nervous system and changing the blood structure, as well as complaints of reduced sexual potency -- maybe that would be good for these people down in California -- and a number of other things.

J Heart pace-makers, according to a study, such as completed in Illinois Technical Research Institute, concluded that the most sensitive types of cardiac pace-makers would suffer interference from fields routinely encountered under high-voltage lines.

K In conclusion, in view of the Cross report showing other alternatives routes -- and I will have to agree that, if worst comes to worst, I would accept the John Cross Alternative, but I -- I would fight it a little bit to the end. But it's okay.

L Also, the evidence of the Willard Report of the University of Wisconsin showing the degradation of the power lines and the co-existence of the waterfowl.

M I hope that the co-existence of all would be considered. And above all, do not put the power line in the main prime farm area. Thank you very much.

Now what I would want to just -- I want this -- okay. I mention this every time I come to these meetings. Power Over People, by Louise B. Young. Now, I have got included here several excerpts out of her book. And there was a story out of -- that she had written and I want this in this report.

MR. PUGH: If you have that prepared in writing, Mr. Giger --

MR. GIGLER: I have got it right here.

MR. PUGH: Bring it over here and submit it to the --

MR. GIGLER: I'm not going to read another thing, so don't worry.

MR. PUGH: Bring it on over and we will enter it in the record.

G Comment noted.

H According to recent studies (Salwasser 1979) and the management plan for the Devil's Garden Interstate Deer Herd (Fowler and Thayer 1982) the decline in deer numbers was primarily due to the maturation of logged habitats on summer ranges in Oregon. This habitat change reduced food availability and fawn production and recruitment. In recent years, habitat changes on the winter range have had a minor effect on herd size. The COTP would cross only winter and transition range for the interstate herd. Measures which would minimize effects on wildlife are presented in Section 1.1.5 of Volume 1 of this document.

I Reports on the Soviet studies were first given during an International Conference in 1972 (Korobkova et al. 1972). The Soviet substation workers were exposed to 50-Hz fields with intensities from 2 to 26 kV/m. The reported effects occurred for exposures at high intensities. As a result, regulations were established for Soviet substation workers that limited exposure in fields higher than 5 kV/m. The complaints by Soviet workers have not been reported for substation workers in other countries (BPA, 1982). It is difficult to show a direct causal relationship in a complex work environment. The Soviets attributed the reported effects to the electrical field without performing measurements of other factors within the substation that may have been causative factors such as acoustical noise, vapor pollutants, or electrical shocks (Bridges, 1975; Maruvada et al., 1976). A report by BPA on electrical effects of transmission lines (1982) reports that electric fields are much stronger in Soviet substations. It should also be noted that the Soviet studies dealt with switchyards and substations; they did not deal with transmission lines.

J See response to L-309 E2.

K Comment noted.

L The location of the preferred route is east of most agricultural land. As a result, waterfowl will not be attracted to the vicinity of the line in large numbers. Collision is possible, but the number of collisions is expected to be low and the overall impact will be less than significant. See also response to L-157 I.

M See responses to T-48 I.

T-33 (continued)

MR GIGLER: I will give it to her. She is a nice girl.

Okay. What I am going to include in here is "A Sense of High Voltage." Now, there is a few little things there. Louise B. Young.

"Danger: High Voltage." I don't know how you guys ever get by without reading these things. "High Voltage Overhead." These are --you know, they are prominent papers. Like she said, there is packs and packs of studies on this stuff, I mean, conclusive. I mean, the evidence is out. Ant that fake environmental report, I mean, is ridiculous, ladies and gentlemen.

"High Voltage Lines, Hazards at Any (sic) Distance." You hear that? "Any distance." There is no such thing as a safe dose of poison. I am sorry about these aerial people here. But there is no such thing as a safe dose off of a 500 kV line. Listen to that.

Okay. Now, here is this Duck report, costed millions of dollars to put out. And we will leave that with you.

So thanks for putting up with me. Oh, yeah, you mentioned it many times, yeah, you belittle it, the ELF research business. It's in your report. It's minimized, but it's good enough for me. It's good enough for, you know, the environmentalists. It's here, too.

I do thank you very much.

MR. PUGH: Fine. Thank you, Mr. Gigler.

1 REPORTER'S CERTIFICATE

2 STATE OF CALIFORNIA)
3)
4 COUNTY OF SACRAMENTO)


5 I, JAN L. BENEDETTI, certify that I am a Certified
6 Shorthand Reporter for the State of California and that I
7 reported verbatim in shorthand writing the foregoing
8 proceedings; that I thereafter caused my shorthand writing
9 to be reduced to typewriting, and the pages numbered 1
10 through 103 inclusive, constitute a full, true, and correct
11 record of said proceedings.

12 AGENCY: Transmission Agency of Northern California
13 and
14 Western Area Power Administration

15 CAUSE: Public Hearing on Draft EIR/EIS re:
16 California-Oregon Transmission Project;
17 Los Banos-Gates Transmission Project;
18 Transmission System Reinforcement Facilities.

19 DATE: January 5, 1987

20 IN WITNESS WHEREOF, I have subscribed this certificate
21 in Sacramento, California on this 12th day of January, 1987.

22 
23 Jan L. Benedetti
24 CSR No. 4643
25

REGISTER TO PRESENT COMMENTS VERBALLY

NAME, AFFILIATION	ADDRESS, PHONE NO.
1. <u>MIKE MILLER</u> <u>Shenandoah Valley, Ore</u>	<u>First National Bank Bldg</u> <u>601 First St S03-587-1511</u> <u>5873 Muldrow Rd, Sacto, 334-3223</u>
2. <u>DOUG BERSER</u>	
3. <u>PAUL TECHIRKY</u> <u>181-B, X 1/2</u>	<u>Tulelake, 916-667-5668</u>
4. <u>Bill Green</u>	<u>Tulelake, Pa</u>
5. <u>John Goss</u>	<u>Tulelake, Ca</u>
6. <u>Joe Victorine</u> <u>CL</u>	<u>Tulelake, Ca</u>
7. <u>Gene Hurlbut</u>	<u>Tulelake, Ca</u>
8. <u>John L. Barend</u>	<u>Tulelake, Calif</u>
9. <u>Bud GREENBANK</u> <u>Ag Commissioner</u>	
10. <u>Dan Byrne</u> <u>Tulelake, local rancher</u>	<u>Tulelake</u>
11. <u>Eddie W. Ruliffe</u> <u>Local Rancher</u>	<u>Tulelake</u>
12. <u>John L. Barend</u>	<u>Tulelake</u>
13. <u>Howard H. Henson</u> <u>Nevada Co. Farm Bureau</u>	<u>Tulelake, Ca</u>

REGISTER TO PRESENT COMMENTS VERBALLY

NAME, AFFILIATION	ADDRESS, PHONE NO.
1. Butt Henry	Alt 10022 800-1060
2. James R. Jones	Rt 1 10022 800-1060
3. James R. Jones	Rt 1 10022 800-1060
4. Nick S. Mackay	PO Box 277 10022-2601
Way's Flying Service	70 Lake Ave. 10022-2601
Nepco Trucking	10022-2601
Trucking Farms	10022-2601
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13. Glen Wilson	1145 TAILOR ST
	97603

REGISTER TO PRESENT COMMENTS VERBALLY

NAME, AFFILIATION	ADDRESS, PHONE NO.
1. JOE CORNELLER CITY OF TULSA	P.O. Box 847 Tulsa, Ok 74101
2. YAC L. KILMER Tulsa Police Dept	P.O. Box 246 AA 667-5265 / 358-4400
3. MARY KILMER	2412 N. E. 41st Tulsa, Ok 74101
4. MICHAEL BYRNE	Rt 1 Box 276 AA Tulsa, Ok 74101
5. JIM KEENE Tulsa County Chamber of Comm.	Tulsa, Ok 74101 916-667-1268
6. OTTO E. HUFFMAN	Rt 2 Box 108 Tulsa, Ok 74101
7. RICK STANTON Senator, District 14	720 S. WILKIE Rt 2 Box 108 Tulsa, Ok 74101
8. LOAN COFFEE	1415 Tulsa, Ok 74101
9.	
10.	
11.	
12.	
13.	

REGISTER TO PRESENT COMMENTS VERBALLY

NAME, AFFILIATION	ADDRESS, PHONE NO.
1. <i>Arthur W. Taylor</i>	<i>884-9151</i> <i>430 LeVitt St. N. Tallahassee</i>
2. <i>John C. ...</i>	<i>Piper Co. 311 S. ...</i>
3. <i>Dan Kelleher</i>	<i>N. 1, Box 137 Tallahassee, Fla. 90239</i>
4.	
5.	
6.	
7.	
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12.	

T-34

January 3, 1987

To Whom It May Concern:

A [This letter is written to express our opposition to the proposed route of the California-Oregon Transmission Project. We are against this power line being placed on any irrigated farmland in our area. We do regard the John Cross Proposal to be a positive alternative to protecting the values of our farmland. Thank you very much for your consideration.

A See responses to L-330 H.

Sincerely,

Mr. & Mrs. Keith Buckingham

Mr. and Mrs. Keith Buckingham
Rt. 1 Box 250
Tulelake, Ca. 96134

T-35

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

- A - I would like to see an record supporting the John Cross Alternative. The line should not be near farms or farm structures. We do have good - excellent soils to farm at the present time. A power line would severely affect the soil by moving weed infestation and insects. A power line of this size would hinder spraying on all crops near it which is critical to good farm practices. A problem also comes to surface as we put drivers and tractors that at times make mistakes. A mistake resulting in hitting a power line tower with a tractor. At the time the tower was hit the wind was as high as 100 mph. At peak times and in wet late fall conditions could blow a tower down. It has snapped other power poles at the ground. other comments I have seem to be spoken ahead of me.
- B -
- C -

A Your support for the John Cross alternative is noted.

B Comment noted. See response to T-6 F.

C See response to L-53 B.

Bearing Date: Jan 5, 87

Location: Newell

Name/Address: Don Bergers

PT 2 Box 100

Tullock CA 95324

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3775

DAN BYRNE
RT.2 BOX 54D
TULELAKE, CA 96134
(916) 667-5531
667-5268 664-5871

Thank you for the opportunity to address the draft EIS/EIR on the COTP, which I shall refer to as the document. I am a 3rd generation Modoc County rancher. We raise seed potatoes, field crops, and cattle on lands identified as potential routes, and adjacent to the preferred alternative route in the document. I am also a member of the Tulelake Growers Association Board of Directors. While I am not fully versed in EIS/EIR process, I am aware that the intent of this process is for a project proponent to set out for public review what they are contemplating, and what effects their project will have on various disciplines, to include farming. Way back at the first Newell Scoping meeting we identified ourselves to the project, and identified the location of our land holdings, as well as our desire to be kept informed of what the projects' intentions would be. Do not get me wrong, all of our contact with the COTP has been cordial, and they have always been receptive to our input during our conversations. BUT, in the document, the economic analysis presented concerning the effects of this project to our community's agriculture are vastly understated. The document identifies many of our concerns in the 3.6-3 vol. 2A text, then ignores them in the 3.6.3.2 (Agriculture) Identification of Quantified Effects. Let me emphasize, the four data components of 3.6-20 explicitly ignore nearly all of the concerns identified in 3.6.2.2!! I must assume that a document as comprehensive as this, which belabors minute points so tediously, and which obviously spared no expense in formulation must have consciously taken the decision to lightly skim over the effects of this project to our communities farmlands.

B The document states @ 3.6-78 sub. 7, equipment will be sanitized as per state and federal regulations to prevent contamination of seed potato ground. I am not aware of any such regulations, as the certifying agencies do not specifically address individual growers' sanitation programs. They are charged only with observing and testing the potatoes. We have commented during this process as to what minimum sanitation procedures would be necessary, given references within the certifying agency, and obtained and submitted corroborating documentation. This input has been explicitly ignored by the document

C I do not possess the means to adequately analyze the economic costs to agricultural lands within the Tulelake Basin along the various proposed routes, as the document has done. However I took the time to figure the likely costs to our individual operation. To be blunt, our property composes just under 1 mile of 5.66 along Alt 10N-D and my study based on the documents' assumptions and information given during the scoping and routing meetings shows long term costs to us in excess of those given for the entire ALT 10N-D route. Please refer to attachment A, at the end of this testimony. Extrapolation can be hazardous, but obviously if such gross errors are evident within this small segment, what are the chances that similar costs in the other routes are not mis-stated.

In conclusion the draft EIS/EIR analysis of potential impacts of the project to local agriculture is substantially lacking in scope and depth. Expenses to local farming operations are understated.

D Furthermore I feel the preparers of the document were remiss in failing to give serious consideration to the John Cross proposal. This alternative would significantly reduce my fears and concerns with the current proposals.

A The agricultural acreage loss factors listed in Table 3.6-8 in Volume 2A of the Draft EIS/EIR take into account most of the potential long-term impacts discussed in Section 3.6.2.2. The acreage loss factors reflect alternation and increased difficulty with irrigation practices, the need for additional weed control, loss of cropland under the tower and reduced crop yields around the towers. Using potatoes as an irrigated crop example, we have estimated that an area approximately 75' x 75' (.13 acre) may be adversely affected by a tower. This 75' x 75' figure includes a 35' x 35' tower base and "area of influence" surrounding the tower where irrigation and cultivation practices may be more difficult which may result in reduced crop yields.

Given the number of agricultural variables (including the type of irrigation system, tractor size, width of furrow and seed beds, tower/conductor orientation to the field and the number of fields involved), we did not undertake specific analyses of transmission line and tower-related costs for practices such as irrigation and aerial spraying. These additional data would not have affected the comparison of the alternatives.

B See response to T-16 C.

C We believe that the agricultural loss estimates in Volume 2A of the Draft EIS/EIR are reasonably accurate, with the acreage loss factor (presented in Table 3.6-8 of the Phase III Report) a key item. Using potatoes as an example of an irrigated crop, the long-term acreage loss factor is .13 acre, which is equivalent to an area approximately 75' x 75'. A 35' x 35' tower occupies less than one-quarter of this area, with the remaining space taken up by the "area of influence" surrounding the tower. Irrigation and cultivation practices in this surrounding area may be more difficult than in fields without transmission lines, which may result in reduced crop yields.

T-36 (continued)

C
(cont.)

The long-term economic impact was calculated using the following method. If 1.03 miles of irrigated agricultural land crossed by the N-10E route are planted in potatoes and assuming an average potato yield of 415 cwt/acre, with gross revenue of \$6/cwt (see Table 3.6-7 in Volume 2A of the Draft EIS/EIR), a route crossing 1.03 miles of irrigated potatoes would result in approximately \$1,600.80 loss of crop revenue annually. This is based on the assumption that there are 4.4 towers/mile and each tower affects .13 acre. As stated above, a tower actually would occupy about one-quarter of that area.

D

See response to L-330 H.

T-36 (continued)

Attachment A:

E

LONG TERM LOSSES:

During 1982-1984 (the documents' base study years) we realized a per cwt. premium of 25% for our seed potatoes over our commercial potatoes. Using the documents' assumptions for commercial potato production, and reducing income commensurately with our longer 7 year rotation (we plant field crops in 6 of 7 years to keep the ground clean for seeds), and further assume contamination from construction, use, and maintenance due to nematode, virus, weed host species, etc. of only the 97 acres (minimum) of sub-fields which the line transects, (actually damage could spread to entire 325 acre field), the EFFECTIVE COST TO OUR OPERATION, SOLELY RELATED TO THIS CONTAMINATION WOULD BE IN EXCESS OF \$431,000.

Additionally, field losses per tower would actually compose a minimum of 41 feet in width (allowing for wheel tracks outside of the closest furrow on either side, with no margin for misalignment from field edge with 12 foot standard equipment). In length a minimum of 20 feet turning room would be required in front of and in back of each tower. Actual loss per mile towers only = .34 acres vs. stated .13.

E

Comment noted. See response to T-36 C.

T-37

UNIVERSITY OF CALIFORNIA
AGRICULTURAL EXTENSION SERVICE

Salinas & Mendocino Counties, Cooperating
PHONE 887.3719

P. O. BOX 838
TULELAKE, CALIFORNIA
Zip Code 95134

January 7, 1987

California-Oregon
Transmission Project
P.O. Box 660970
Sacramento, California 95866

- A [This is a letter of opposition to the proposed routing of a new power transmission line through prime agricultural land in the Tulalake Basin, particularly when better alternative routes around this agricultural area have been identified.
- B [Routing the proposed transmission lines through the Tulalake Basin will directly increase the cost of crop production on affected properties. There will be a loss of available land where the towers are located. Pest abatement and irrigation costs will increase. The efficiency of both irrigation and pest abatement will decrease. Cost of soil tillage and crop cultivation will increase. Some crop alternatives will be eliminated, such as seed crops that must be pest free. Water costs may increase due to increased costs of maintaining delivery systems. If aerial pesticide application is still feasible, cost of application will rise along with the increased risk of life-threatening accidents. There will be increased risk of accidents to on-farm personnel as well. /Property values will decline.
- C [
- D [
- E/F [
- G [The costs to growers can be better estimated on an individual grower basis, when the actual placement of towers has been identified. But there is little doubt these added costs are real and will result in reduced net income for the growers. The overall increase in crop production costs for this region should be considered in the cost/benefit analysis of this project. Perhaps more importantly, it should be recognized that growers in this area will bear the cost of this project while having no share in the benefits. Should the transmission lines be located through prime agricultural land, land owners should be equitably remunerated, keeping in mind that the land owners will continue to bear the added cultural costs each year, as long as the transmission lines are in place.
- H [
- I [
- J [One final aside, the extra engineering costs of locating transmission towers on high organic-matter soils, with a high water table, should also be included in the cost of the proposed route.

Sincerely,


Harry L. Carlson
Tulalake Farm Advisor

/cc

- A Your opposition is noted. See response to T-31 A.
- B Comment noted. See response to T-6 F.
- C Transmission line conductors can restrict the use of tall equipment employed for irrigation canal maintenance. A related potential long-term impact is the possibility of increased irrigation water costs due to the use of more labor-intensive canal maintenance practices. These two items have been added to the errata presented in Section 1.2.3 of Volume 1 of this Final EIS/EIR.
- D The Summary in Volume 1 of the Final EIS/EIR includes an expanded discussion of the various hazards to agricultural operations that transmission line conductors and towers can present, such as increased risk for aerial application collision with conductors. These problems are also mentioned in Section 3.6.2.2 on Volume 2A of the Draft EIS/EIR.
- E See response to T-37 D.
- F See response to L-184 A.
- G See responses to T-6 F, T-36 C, and T-37 I. These costs were considered as part of the impact analysis.
- H See responses to T-33 A and T-37 I.

T-37 (continued)

I Landowners will be compensated based on the appraised value of the land or easement at the time of acquisition. The value of an easement across land is based on value of the land itself. The value of agricultural land is, in turn, based on its earning potential. Thus, the yearly agricultural earnings lost as a result of the easement can be replaced by the yearly earnings from the investment of the lump sum payment for the easement, depending on use of that lump sum payment made for the easement.

The commentor points out that there will be costs on a yearly basis to an agricultural operation beyond the loss of land. These costs will also be factored into the lump sum compensation made to the landowner.

J The additional engineering costs associated with locating towers in areas of high organic soils or high water tables have been included in the cost estimate.

T-38

Rt. 2, Box 96
Tulelake, California 96134
(916) 664-3531
January 5, 1987

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 650970
Sacramento, California 95866

Dear Sir:

I am a farmer and a land owner living in Coppack Bay, the area affected by the proposed transmission line.

I do not object to the transmission line being built - however - I do object to the line being built on farm land. I urge you to consider the following facts.

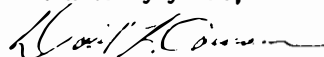
1 - Only 6% of the total land in Modoc County is farm land. Building the line on farm land would have an adverse affect on the County as well as the farmers in this area. The disruption to pest control, irrigation and tilling would be very detrimental to successful farming practices.

2 - 72% of the land in Modoc County is public land. All efforts should be made to preserve the integrity of the remaining 28% which is private land. Building the line on private farm land would adversely affect this.

3 - As the line is being built for the use and the benefit of the general public it should be built on public land and not penalize the private farm land in this area.

I strongly urge that the line be built to the east of the existing two lines where it will not jeopardize the agricultural lands in this area. I understand that if it is built on public land there will be no objections from the State and Federal agencies involved.

Sincerely yours,


David L. Corman

A Comment noted.

B Comment noted. The mitigation presented in Section 1.1.5 of Volume 1 of this Final EIS/EIR discusses several measures such as the use of the tubular towers when practical, and tower siting, both of which would reduce agricultural impacts. In some cases, a significant residual impact may still occur, but these measures can still reduce the magnitude of impact. See also response to T-6 F.

C See Section 1.2.2 of Volume 1 of this Final EIS/EIR.

D During the routing of the proposed COTP, public land was considered as a preferable location over private land when all other factors are comparable.

E See response to T-69 F.

F Comment noted. Certain agencies commenting on the Draft EIS/EIR have addressed this topic. For example, see comment L-295 D.

T-39

JANUARY 5, 1987

ENVIRONMENTAL COORDINATOR
CAL-ORE TRANSMISSION PROJECT
P.O. BOX 660970
SACRAMENTO, CALIFORNIA 95866

DEAR SIR:

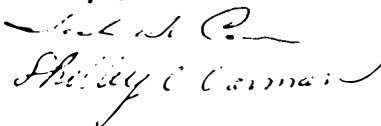
A — As landowners and farmers in the Copic Bay region of northern
B — Modoc County, we would like to express our opposition to the "pre-
C — ferred route" of the proposed transmission line. Constructing
portions of the line on prime farm ground presents farmers with undue
problems in cultural practices, in weed and pest management, and
in irrigation management.

We urge strong consideration of building the line east of the
existing lines; thereby preserving the small percentage of farm-
land and private land remaining in Modoc County.

SINCERELY,

Jack W. Carman

Shelley C. Carman



A Comment noted.

B See response to T-6 F.

C See response to T-69 F.

T-40

January 5, 1987

California Oregon Transmission Project
PO Box 660970
Sacramento, CA 95866

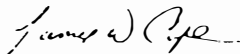
To Whom It May Concern:

RE: Draft Environmental Impact Statement

I, James W. Cope, am a citizen of Malin, Oregon, a member of the City Council of Malin, Oregon, and employed as a Grain Merchant in Tulelake, California.

- A** I wish to go on record supporting the alternative route(s) that: 1) skirt all farm ground in the Malin - Tulelake areas; 2) places the new powerline segment East of the present lines; and 3) utilizes a portion of the present lines as a segment of the new line and constructs a new line segment for the old lines.
- B** As a Malin, Oregon citizen and Councilman, I feel it is imperative that the Oregon Segment cause little or no disruption to current farming and forestry practices which the Bryant Mountain alternative route provides.
- C** As a Grain Merchant, I know that the preferred route would be a financial and production hardship to the affected landowners. And, the attendant loss of production would have a direct, negative financial effect on my business livelihood. The proposed route alternative which I support mitigates all these hardships and effects.

Respectfully Submitted,



James W. Cope

1944 Main St.

Malin, OR 97632

A Comment noted.

B Comment noted. See also T-1 A for a discussion of the Loveness-Graham option, a new route option analyzed in the Supplement to the Draft EIS/EIR.

C See response to T-6 F.

T-41



CALIFORNIA-OREGON
TRANSMISSION LINE PROJECT

1-5-87

Dear Sirs,

The City of Tulelake would like to take this opportunity to express its' concerns pertaining to the construction of a proposed 500 KV Power-line through the Tulelake area.

A The City of Tulelake, like many local residents, are not categorically opposed to the construction of this proposed power line. We are, however, categorically opposed to its' construction on prime irrigated farm land. There are numerous reasons why the powerline should not be placed on prime irrigated farm land. We would like to explain the considerations for taking this position.

B LOCAL ECONOMY
The economy of the Tulelake area is based on agriculture. Irrigated farmland is limited in Modoc County but is an important part of the local economy. Some of this land would be taken out of production forever.

C PROBLEMS FOR FARMERS
The existence of a power line tower on irrigated farm land would cause continues problems for a farmer. Wheel line and pivot sprinklers would be next to impossible to use. Excessive weed growth would have to be contended with.

D AERIAL APPLICATION
The application of herbicides via spray planes would be very dangerous

A Comment noted.

B Although the impacts cannot be totally eliminated, the proposed routing and mitigation measures will minimize the impacts on farmers and farmland. In California, the local economies will also be benefited through property taxes paid by the transmission line proponents. See response to L-330 G.

C See responses to L-14 A, T-6 F, T-6 D, and T-37 I.

D See responses to L-14 A, T-6 F and T-175 A. The analysis of short- and long-term agricultural impacts included consideration of the increased cost for weed control around the transmission towers.

City of Tulelake

P.O. Box 847 • Tulelake, California 96134 • Phone: (916) 667-5522

T-41 (continued)

D | at best around a large powerline such as this. Ground application would be much more expensive for the farmer.

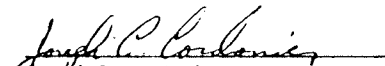
E | AESTHETIC VALUE
A major powerline going through the valley floor would be very detrimental to the aesthetic value of the area.

F | ALTERNATIVES
Currently, the major powerline is located to the east of the agricultural land. This land is primarily public and the City of Tulelake believes that a new powerline should also be located in this area. The City of Tulelake supports the alternative plan proposed by John Cross of the Modoc County Planning Commission.

E See response to L-330 F1.

F See response to L-330 H.

Sincerely,


Joseph C. Cordonier
Tulelake City Clerk

T-42

RESOLUTION NO. 86-9

RESOLUTION OPPOSING EASTERN CORRIDOR ROUTE
OF CALIFORNIA-OREGON TRANSMISSION PROJECT

A

WHEREAS the Board of Supervisors of the County of Modoc has examined the map entitled Preliminary Alternative Corridor Segments (northern section) showing several proposed routes for the California-Oregon Transmission Project, and

WHEREAS it appears to the Board that the eastern corridor on said map would be detrimental to the agricultural interests in the Tululake-Newell Basin area, and

WHEREAS agriculture is a vital part of the economy of Modoc County and alternative routes are available which would not have a detrimental impact on agriculture,

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Modoc opposes the use of said eastern corridor by the California-Oregon Transmission Project and urges that one of the alternative routes be selected which does not have a substantial adverse effect on agriculture.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Modoc held on the 21st day of January, 1986, by the following vote:

AYES: Supervisors Anderson, Chace, Jones, Coulson and Laxague

NOES: None

ABSENT: None

BOARD OF SUPERVISORS OF THE COUNTY OF MODOC

By John B. Laxague
Chairman

ATTEST:

Maria Madson
County Clerk and Ex-Officio Clerk
of the Board of Supervisors



STATE OF CALIFORNIA
COUNTY OF MODOC

I, MARIA MADSON, COUNTY CLERK, DO HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF THE ORIGINAL DOCUMENT ON FILE IN MY OFFICE.

WITNESS MY HAND AND OFFICIAL SEAL THIS
5th DAY OF JANUARY 1987
MARIA MADSON, COUNTY CLERK
BY John B. Laxague

A

See response to T-31 A.

T-43

JOHN B. LARAGUE
Colville
MELVIN "Andy" ANDERSON
Abnwa
LESLIE CHACE
Shum
H.W. "Marky" JONES
Abnwa
JOHN L. COULSON
Tublake

MODOC COUNTY

Board of Supervisors

MARINE MADISON
County Clerk
and
Clerk of the
BOARD OF SUPERVISORS
Box 131
ALTURA, CALIFORNIA 96101
PHN 2337215

January 5, 1987

James W. Beck, Chairman
Environmental Coordinator
California-Oregon Transmission Project
P. O. Box 660970
Sacramento, CA 95866

Dear Mr. Beck:

The Board of Supervisors of the County of Modoc hereby proclaims its support of the position taken by the Modoc County-Klamath County Power Line Committee with regard to the routing of the proposed California-Oregon Transmission Project.

A [The Board also calls your attention to the "John Cross" alternative routing proposal which was submitted to your agency in August 1986 but not included in the Draft EIR/EIS released in November 1986. The Cross proposal should be studied as an alternative in that it meets the objectives of the area residents and the County and appears to mitigate impacts to agricultural lands.

B [The importance of routing transmission lines away from the limited intensively farmed lands in Modoc County is indicated by the policy statement in the draft County General Plan: "Power transmission line corridors should not be located in any productive agricultural area, including exclusive and general agricultural lands or near airports." The plan proposes that Exclusive Agriculture areas require an 80 acre minimum parcel size and nonagricultural uses be severely restricted. The Exclusive Agriculture designated area is attached.

C [The Draft EIR/EIS also fails to give adequate consideration to the value of the farmland in the Newell area, not only as an economic and environmental resource for the area but also its importance relative to the limited amount of valuable farmland in the rest of the County. Unfortunately, the Newell area has not been mapped by the Soil Conservation Service and is therefor

A The lead agencies understand the position of the Board of Supervisors. See response to L-330 H. The final preferred route, which does not include the John Cross Alternative, has a minimal impact on farmlands in Newell. The lead agencies will work with the County of Modoc to further resolve concerns as associated with the COTP.

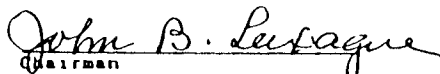
B See response to T-31 C.

C See response to L-330 E7.

T-43 (continued)

C not included in the Department of Conservation Farmland Mapping and Monitoring program. However, the County Agricultural Commissioner's Office indicates that the area would fall into the Prime and Statewide Importance categories. The County otherwise has a limited amount of land which falls within these categories. Projects which conflict with the preservation and viability of agricultural land should be especially scrutinized.

Sincerely,


Chairman
Board of Supervisors of the
County of Modoc

CALIF

139

Exclusive Agriculture

TULARE LAKE STAMP REFUGE

Map showing the location of the Tulare Lake Stamp Refuge in California. The refuge is situated in the central-eastern part of the state, near the border with Nevada. The map includes labels for major cities (Sacramento, Fresno, Los Angeles), the Pacific Coast, and the state boundary. A line labeled 'Exclusive Agriculture' runs through the refuge area. A road labeled '139' is shown near the refuge. The map is titled 'CALIF' and 'TULARE LAKE STAMP REFUGE'.

CALIF

T-44

A

I am opposed to the
power lines on private
farm land and favor
John Crossen proposal

Stephen Crawford

A

Comment noted. See response to L-330 H.

T-45

January 5, 1987

Environmental Coordinator
California-Oregon Transmission Project
P. O. Box 660970
Sacramento, CA 95866

Dear Sir:

My name is C. W. "John" Cross. I am a resident of Modoc County. I am also a landowner, farmer, and businessman as well as Chairman of the Modoc County Planning Commission.

A The Draft EIS/EIR issued by the Western Area Power Administration and the Transmission Agency of Northern California is inadequate in that it does not recognize the economic impact on the farmers and their farmland should the Project Manager's preferred route be approved. Modoc County has only 28 percent of its land in private ownership, and only a small amount of that is farmable. If the transmission line is built on private farmland, the reduction of value will impact the entire County. Because the transmission line is being built for the benefit of the general public, and because 72 percent of Modoc County land is in public ownership, it is only right that the transmission line be built on that public land whenever possible.

B
C The Draft EIS/EIR is inadequate because it only alludes to a viable optional route endorsed by almost all individuals and organizations in the Klamath Basin area. This viable option that I presented to the Modoc County-Klamath County Powerline Committee at their August 11, 1986, meeting in Tulelake, California, would eliminate practically all of the environmental concerns caused by building the new line west of the two existing 500 kV lines. Ms. Laura Edlin of the Transmission Agency of Northern California and Ms. Nancy Weintraub of the Western Area Power Administration were both at the Tulelake meeting, and they both received copies of my proposal and map. Both of these ladies heard the overwhelming endorsement of those people present at that meeting of my alternate route. However, they have failed to include it as an alternate route in the Draft EIS/EIR.

I am enclosing a copy of my proposal and map to be included with my testimony at today's hearing. Please note that my alternate routing of a short section of the transmission line would be simple and cost effective and would satisfy most all of the concerns voiced here tonight.

Sincerely,



C. W. "John" Cross

Encl. (2)
CWC/v

At 2 Bay 129

Tulelake, Calif 96134

A The lead agencies appreciate the leadership exhibited by Mr. Cross. See responses to L-204 E, T-6 F and T-10 D.

B See responses to T-38 D and L-295 D.

C A route similar to the John Cross alternative was included in the Draft EIS/EIR under the name of the Copic Bay option; Volume 1, page 4.1-41. The Copic Bay option was developed by the lead agencies as a study route in response to a public meeting in Newell in May 1986. See responses to L-330 H and T-10 F.

T-45 (continued)

CROSS'S PROPOSED VIABLE OPTION

D

WE PROPOSE A NEW LINE APPROXIMATELY 13 MILES LONG TO BE BUILT EAST OF THE EXISTING TWO 500 KV LINES. THIS NEW LINE WILL CARRY THE POWER CURRENTLY FLOWING IN THE EXISTING EAST LINE TO A POINT 1 MILE NORTH OF SADDLE BLANKET FLAT WHERE THE NEW LINE WILL CONNECT BACK INTO THE EXISTING EAST LINE.

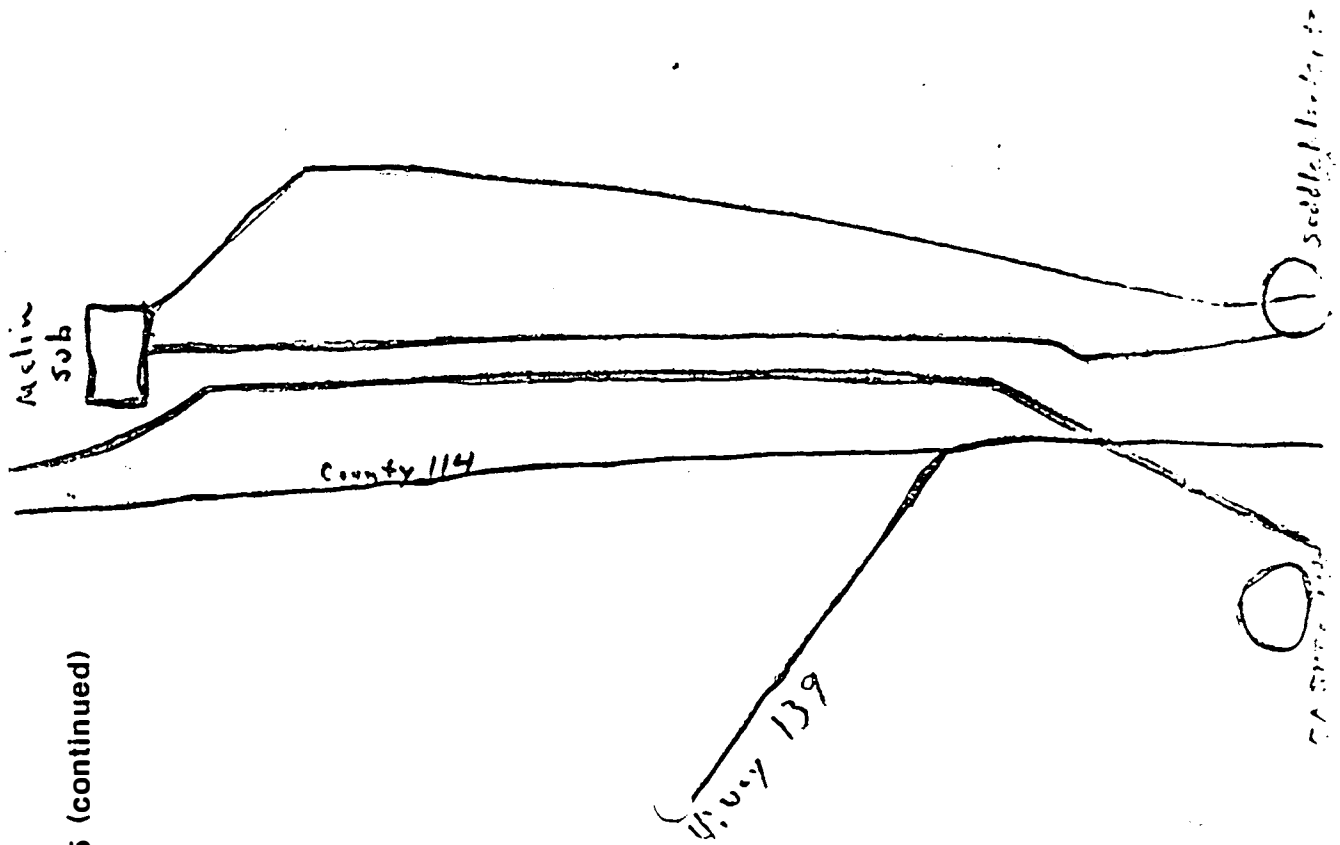
THE POWER CURRENTLY FLOWING IN THE EXISTING WEST LINE WILL BE SWITCHED TO THE EXISTING EAST LINE AT THE MALIN SUB-STATION AND WILL FLOW TO A POINT APPROXIMATELY 2 MILES NORTH OF SADDLE BLANKET FLAT WHERE IT WILL BE CONNECTED BACK INTO THE EXISTING WEST LINE.

A NEW LINE FROM THE MERIDIAN LINE WILL BE BUILT WEST OF THE MALIN SUB-STATION AND WILL CONNECT INTO THE EXISTING WEST LINE APPROXIMATELY 1 MILE SOUTH OF THE MALIN SUB-STATION. THE NEW POWER WILL FLOW THROUGH THE EXISTING WEST LINE TO A POINT APPROXIMATELY 3 MILES NORTH OF SADDLE BLANKET FLAT WHERE A NEW LINE WILL START HEADING SOUTHWEST TRAVELING TO THE EAST OF CASUSE MOUNTAIN AND NORTH OF ACKLEY'S DRY LAKE RANCH.

D

See response to T-45 C.

T-45 (continued)



[illegible]

... main substation
Project Manager Proposed line

POWERLINE COMMITTEE REQUESTED PROPOSAL

T-46



City of Tullake
TULLAKE POLICE DEPARTMENT
P O BOX 327 TULLAKE, CALIFORNIA 96134

CHIEF OF POLICE
(916) 667-5284
EMERGENCY
(916) 667-2234

CHIEF OF POLICE
JOSEPH C. GALEOTO JR.

To Whom It May Concern,

1-5-87

A

In regards to the proposed powerline route east of Tullake, California,
I wish to go on record as both a homeowner and a businessman of this area
to oppose it. It is detrimental to our existing farm use and will surely
have a serious economic impact on the farm land values.

A

Comment noted.

Sincerely,

A handwritten signature in dark ink, appearing to read "Joe Galeoto", written over a horizontal line.

Joseph C. Galeoto, Jr.
P.O. Box 858
Tullake, Ca. 96134

T-47

Jan. 5, 1977

Environment Coordinator
California - Oregon Power Project
P.O. Box 660970
Sacramento, Ca 95866

Guttenway

A I am opposed to the route of the new 500 KV power line crossing farmland East of Madrin, Oregon and Tulelake, California. I favor the alternate solution suggested by C.W. Cress to move one of the existing lines to the East of the present corridor onto Public land and then the new line along the existing corridor. To construct the new line across valuable farmland when unprotected Public land is available would be a wasteful disregard for the affected farmers means of livelihood.

A Comment noted. See response to L-330 H.

B I have a financial interest in property to be used as a new route in the area of the proposed route. Location of the line as proposed would adversely affect the size and devalue the land. I object to the proposed line location for this reason also.

B See response to L-330 G.

C I have a financial interest in property to be used as a new route in the area of the proposed route. Location of the line as proposed would adversely affect the size and devalue the land. I object to the proposed line location for this reason also.

C Comment noted. See response to L-184 A.

W.D. GANGER
P.O. Box 267
Tulelake, Ca 96134

T-48

October 27, 1986

To: California - Oregon Transmission Project and/or To Whom It May Concern
Subject: Power Transmission Health Hazards

A The burden of proof of 500 K.V. lines, or more, lies in the hands of the power transmission of industry; not, in the hands of the people. The little published hazards of electric power transmission lines are quite normal of the short-sighted materialistic greed of the corporate giants. This is nothing less than criminal. All health hazards should be properly addressed in the environmental impact statement. To not pursue all health matters in the field of biological effects would be immoral and illegitimate.

Running these 500 K.V. lines, already, planned 1,500,000 K.V. transmission lines is only using the Tulare area residents as guinea pigs and, in turn, could turn their rich farm land into a wasteland when the true health hazards of these lines are studied, further; not, by the power companies, (fox in the chicken coop, fake, health studies), but studies made by private unbiased research. I challenge the wisdom of semi-secret government and industry decision making.

B Since, cancer and cardiovascular disease are taking the #1 spot in the death rate in America and they are increasing at a catastrophic per-capita rate (faster than any other 20th. century degenerative disease), it is time to stop this concept of energy at any price and, instead, adopt policies of conservation, rather than waste. We must balance, between the ill-planned forces of industry,

J a livable environment and curtail such sledge-hammer threats as the power of eminent domain. Tulare area interests should not be sacrificed to the electric power needs of metropolises, hundreds of miles, away. "Field pollution" which surrounds all of us in the form of high voltage power lines is a health threat to all.

A See responses to L-330 F3 and T-18 A.

B See responses to L-243 C and L-3 S.

J Every effort is made to negotiate a fair price for necessary easements. If negotiations should fail, easements can be acquired through eminent domain (condemnation) proceedings. Federal and state laws grant certain public utilities the right to acquire, through the courts if necessary, property rights for facilities to be built in the public interest. Eminent domain proceedings will be used only if an agreement cannot be reached or if records do not clearly indicate who is legally able to sign the legal easement document and transfer the land rights. Under these proceedings, a court will determine the compensation to be paid to the property owner.

Sincerely,

Andrew R. Cigler

4230 South Sixth Street

Klamath Falls, Oregon 97603

T-48 (continued)

~~Handwritten~~ Andrew W. Giegler
1-5-81 4230 So 6th St.
Klamath Falls, Ore
97601

OREGON PUBLIC UTILITY COMMISSION

I would like to stress briefly a few of the possible impacts.

- A. Effects of construction and maintainance.
 - 1. Clearing of land within the right of way.
 - 2. Clearing and maintenance of access roads.
 - 3. Soil compaction and other physical damage.
 - 4. Interference to agriculture, migration of our deer herds, migrating water fowl due to power lines and towers.
 - 5. The aesthetic impact of the power lines
 - 6. The use of herbicides for brush control under the lines.
- B. Hazard of electric shock from line contact.
- C. Effects of corona
 - 1. Radio and television interference
 - 2. Audible noise
 - 3. Production of ozone and oxides of nitrogen.
- D. Effects of Electric and magnetic fields.
 - 1. Fuel ignition by spark discharges
 - 2. Induced electric shocks
 - 3. Biological effects of electric and magnetic fields.
 - 4. Interference with cardiac pacemakers

C [In this area there are 5 national wildlife refuges. The area takes care of 5 million water fowl each fall. This is about 75% of the Pacific Flyway. It is the largest concentration of water fowl in North America. The economic value is irreplaceable. In cash from hunters and tourism. It adds over a million dollars a year to the economy of the Klamath Basin.

D [As for the deer herds. WE had the largest migrating deer herd in the world a few years ago, which has dwindled to nearly nothing. This happened by poor game management, power lines and too many roads.

E [As for human health from the effects of these lines, according to the Kovobkova Study examination of 550 long time workers at 500 K.V. substations who wore no protective clothing. This revealed such effects as shattering of the dynamic state of the central nervous system and changing the blood structure as well as complaints of reduced sexual potency and a number of other things.

F [Heart pacemakers according to a study just completed at Illinois Technology Research Institute concluded that the most sensitive types of cardiac pacemakers would suffer interference from the fields routinely encountered under high voltage lines.

G [In conclusion in view of the Jones & Jones report showing other alternate routes. Also the evidence of the Willard report of the University of Wisconsin, showing the degradation of the power lines and the co-existence of the water fowl. They have come up also with a good alternative.

I [I would hope that the co-existence of all would be considered and above all do not put the line in the main water fowl flyway.

C Comment noted.

D See response to T-33 H.

E See response to T-33 I.

F See response to L-309 E2.

G See response to T-33 L. It is not clear what Jones and Jones report is being referred to. It was not included as a reference, as were the other reports.

H See response to T-33 L.

I Comment noted. Avoidance of waterfowl collisions was considered in selecting the preferred route within this corridor.

Andrew W. Giegler

T-50

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

A

I support the John Cross proposal
in Modoc County
of the proposal in Klamath Co.
to route the power line away
from farm land onto public land

Carlene Halenack

A

Comment noted.

Bearing Date:

Jan 5, 1987

Location:

Name/Address:

Carlene Halenack
Tulelake, CA 96134

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

T-51

WRITTEN COMMENT FORM
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987.
Thank you.

My name is Marcella A. Haynes. We are residents of Modoc County. We are third generation farm family - having farmed in around this area for forty years. We husband and wife have endorsed the "John Cross" proposal. Human life is what "environment" is all about. We feel that your plan has and will have detrimental effects on the farming community by the following:

B	1. Data	4. High Voltage	E
C	2. Weed Control	5. Human Risk	F
D	3. Human Safety	6. Airport Safety	G

H Many times hired help (usually hired people) coming in contact with towns would be confused. Our community has many Mexican descent people who have problems with the language. We cannot believe them around on their daily duties.

I Please consider the John Cross proposal and do it right! Because each of you reading this would not like to have these structures on your front lawn!

A Your support of the John Cross proposal is noted. See response to L-330 H.

B See response to L-330 F1.

C See response to T-6 F.

D See response to T-18 A.

E See response to T-18 A.

F See response to T-18 A.

G See response to L-197 A.

H See response to T-21 B.

I Comment noted. See response to L-330 H.

Bearing Date: 1-5-87

Location: Nevada, California

Name/Address: Marcella A. Haynes

Box 334

Tulelake, California 96134

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

See back

over

T-51 (continued)

I serving as President of Haynes & Welden
Horns - of which we are one of Shafter
Corporation who employ 45 people the year
around in order country. We represent each &
- every one of these people in this letter.

Respectfully,
Bill W. Haynes, Pres.
Haynes & Welden

January 5, 1987

Subject: Power Transmission Line Hearing,
January 5, 1987 - Nuvall, Calif.

To Whom it may concern:

A I am against the construction of the
power transmission line across farm land
B in Tullake. I am a farmer and can see
C where this proposed power line will be
D dangerous for farming operations and
permanently devalue all land it crosses
E and is adjacent to.
The fact that the proposed Tullake
route is parallel to public owned low
value sagebrush land makes any crossing
of cultivated land ridiculous.
This proposed power line will give
alternate markets for more power and help
maintain high prices for power for the
local residents who will have to put up with
the line.

Sincerely Yours
President, Tullake Rotary
Allen Dunbar
P.O. Box 258
Tullake, Ca. 96134

A Comment noted.

B Hazards and impacts associated with farming operations around
transmission lines are discussed in Section 3.6.2.2 in Volume 2A
of the Draft EIS/EIR.

C See response to L-184 A.

D See responses to T-31 A and T-38 D.

E The COTP will allow additional exchanges of power between
California and the Northwest so that overall total costs of
electrical service to both regions' utility ratepayers will be
lower than would be expected in the absence of the COTP. See
responses to T-67 A and L-3 T.

T-53

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

A

I am an employee of the San Joaquin River and serve as technical advisor to the Los Banos EIS. I am 36-20 Volume 2 which pertains to River, Wetland, Vegetation and locally important farmland usage & mapping. The information to include these farmlands is available but has not yet been published. The data will be provided to COTD prior to the end of EIS/EIR comment period. I will follow on the same route as the North Valley and Tehachan Soil Survey Area.

San Joaquin River	Mapping, Soil, EIS, EIR
Copied	58
28 Nov	126
20th	211
Estimate	120, 121
Forney	187, 188
Carroll	260
Trans. Co	163, 168
Trans. Co	28
Trans. Co	157
Trans. Co	285

Hearing Date: 1/5/87 (4:00 PM - 9:00 PM)

Location: Newcastle, CA

Name/Address: Mr. R. Kelley
P.O. Box 250 Kings, CA 97627
Representing the Los Banos River Conservation District

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

A

Mr. Kelley provided the information as indicated in his comment. See responses to T-24 A and L-330 E7.

T-53 (continued)

CA Sec. 566.17(k)

1

IMPORTANT FARMLANDS INVENTORY AS APPLIED TO THE STATE OF CALIFORNIA

Notation in italic type by Mike Whiting

PRIME FARMLANDS

Prime Farmland is land best suited for producing food, feed, forage, fiber and oilseed crops and also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land but not urban builtup land or water). It has the soil quality, growing season and moisture supply needed to produce sustained high yields of crops economically when treated and managed, including water management, according to modern farming methods.

Prime Farmland meet all the following criteria:*

1. The soils have:

- A. Aquic, udic, ustic or xeric moisture regimes and an available water capacity of at least 4 inches (10 cm) per 40 to 60 inches (1 to 1.52 meters) of soil to produce the commonly grown cultivated crops (cultivated crops include, but are not limited to, grain, forage, fiber, oilseed, sugarbeets, vegetables, orchard, vineyard, and bush fruit crops) adapted to the region in 7 or more years out of 10; or
- B. Xeric, ustic, aridic or torric moisture regimes in which the available water capacity is at least 4 inches (10 cm) per 40 to 60 inches (1 to 1.52 meters) of soil and the area has a developed irrigation water supply that is dependable (a dependable water supply is one in which enough water is available for irrigation in 6 out of 10 years for the crops commonly grown) and of adequate quality; and,

In more humid climates, Northwest and Midwestern states, rainfall is only expected to meet a 70% dependable. In California 'available' irrigation is required for Prime for the entire state. National policy allows the State Conservationist "to be more restrictive for specific criteria." Available irrigation in semiarid and arid is required to be 80% dependable for quality and quantity.

*The national LHM definitions have been slightly modified for California standards: criterion 10 is a California definition, not a national one. Part 1A which reads "AWC of at least 4 inches (10 cm), per 40 to 60 inches (1 to 1.52 meters) of soil" is a California definition.

T-53 (continued)

2. The soils have a temperature regime that is frigid, mesic, thermic or hyperthermic (pergelic and cryic regimes are excluded). These are soils that, at a depth of 20 inches (50 cm), have a mean annual temperature higher than 32° F (0° C). In addition, the mean summer temperature at this depth in soils with an O horizon is higher than 47° F (6° C); in soils that have no O horizon, the mean summer temperature is higher than 59° F (15° C); and,

Isomesic and isothermic should probably be added. This paragraph rejects only the most severe cold areas since the SCS is aware of areas with high yield within the allowable regimes. This broad temperature range eliminates the need for detailed climatic information. Notice there isn't an upper ~~temperature~~ temperature limit.

3. The soils have a pH between 4.5 and 8.4 in all horizons within a depth of 40 inches (1 meter); and,

This pH is measured by the 1:1 water-soil method. The high pH was allowed to capture the high lime soils we have in the West.

4. The soils either have no water table or have a water table that is maintained at a sufficient depth during the cropping season to allow cultivated crops common to the area to be grown; and,

The depth to the water table is not specific because of the different heights obtained by soils capillary raise and the different root oxygen demands. It also does not exclude sub-irrigation.

5. The soils can be managed so that, in all horizons within a depth of 40 inches (1 meter), during part of each year the conductivity of the saturation extract is less than 4 mmhos/cm and the exchangeable sodium percentage (ESP) is less than 15; and,

The 4 mmhos EC is the upper limit of the Land Capability Class I and 25 ESP is the upper limit for Class II.

6. The soils are not flooded frequently during the growing season (less often than once in 2 years); and,

'During the growing season' is the important point here. In California some of the best farming is done in the river bypasses or causeways. Floodplains are world famous for high production, i.e. River Nile.

T-53 (continued)

7. The product of K (e. libility factor) x percent s^{me} is less than 2.0; and,

The intent of the SCS national staff is to discourage the farming of areas with high erosion hazard. The upper limit 2 would be from a medium textured soil with a moderate slope.

8. The soils have a permeability rate of at least 0.06 inch (0.15 cm) per hour in the upper 20 inches (50 cm) and the mean annual soil temperature at a depth of 20 inches (50 cm) is less than 59° F (15° C); the permeability rate is not a limiting factor if the mean annual soil temperature is 59° F (15° C) or higher; and,

This lower limit is a slowly permeable clay soil in mountain valleys and no limit in the low elevation thermic areas.

9. Less than 10 percent of the surface layer (upper 6 inches (15 cm)) in these soils consists of rock fragments coarser than 3 inches (7.6 cm); and,

The soil survey map with will read Stony, or Cobbley at greater than 15% volume.

10. The soils have a minimum rooting depth of 40 inches (1 meter).

ADDITIONAL FARMLAND OF STATEWIDE IMPORTANCE

Farmland of Statewide Importance is land other than Prime Farmland that has a good combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops and is available for these uses (the land could be cropland, pastureland, rangeland, forest land or other land, but not urban buildup land or water).

Farmland of Statewide Importance meets all the following criteria:

This range of characteristics are slightly wider than Prime, with no restrictions for permeability or rock fragments.

1. The soils have:

- A. Aquic, udic, ustic or xeric moisture regimes and an average available water capacity of at least 3.5 inches (8.5 cm) within a depth of 60 inches (1.52 meters), or in the root zone (root zone is the part of the soil that is penetrated by plant roots) if the root zone is less than 60 inches deep to produce the commonly grown cultivated crops (cultivated crops include, but are not limited to, grain, forage, fiber, oilseed, sugarbeets, vegetables, orchard, vineyard and bush fruit crops) adapted to the region in 7 or more years out of 10; or

T-53 (continued)

- B. Xeric, ustic, aridic or torric moisture regimes in which the available water capacity is at least 3.5 inches (8.6 cm) within a depth of 60 inches (1.52 meters) deep and the area has developed irrigation water supply that is dependable (a dependable water supply is one in which enough water is available for irrigation in 8 out of 10 years for the crops commonly grown) and of adequate quality; and,
2. The soils have a soil temperature regime that is ~~climatic~~, mesic, thermic, or hyperthermic (pergelic and cryic regimes are excluded). These are soils that at a depth of 20 inches (50 cm) have a mean annual temperature higher than 32° F (0° C). In addition, the mean summer temperature at this depth in soils with an O horizon is higher than 47° F (8° C); in soils that have no O horizon the mean summer temperature is higher than 59° F (15° C); and,
 3. The soils have a pH between 4.5 and 9.0 in all horizons within a depth of 40 inches (1 meter) or in the root zone if the root zone is less than 40 inches deep; and,
 4. The soils either have no water table or have a water table that is maintained at a sufficient depth during the cropping season to allow cultivated crops common to the area to be grown; and,
 5. The soils can be managed so that, in all horizons within a depth of 40 inches (1 meter), or in the root zone if the root zone is less than 40 inches deep, during part of each year the conductivity of the saturation extract is less than 16 mmhos/cm and the exchangeable sodium percentage (ESP) is less than 25; and,

The 16 mmhos EC is the upper limit to Land Capability Class III and the 25 ESP is the upper limit of Class II.

6. The soils are not flooded frequently during the growing season (less often than once in 2 years); and,
7. The product of K (erodibility factor) x percent slopes is less than 3.0; and,

The upper limit is a medium textured soil on strongly sloping land.

8. Less than 10 percent of the surface layer (upper 6 inches (15 cm)) in these soils consists of rock fragments coarser than .3 inches (7.6 cm).

UNIQUE FARMLAND

Unique Farmland is land other than Prime and Additional Farmland of Statewide Importance, that is currently used for the production of specific high value food and fiber crops. It has the special combination of soil quality, location, growing season and moisture supply needed to produce sustained high quality and/or high yields of a specific crop when treated and managed according to modern farming methods. Examples of such crops are citrus, olives, avocados, fruit and vegetables.

T-53 (continued)

Characteristics of unique farmland:

- (a) It is used for a specific high value food or fiber crop;
- (b) It has a moisture supply that is adequate for the specific crop; the supply is from stored moisture, precipitation, or a developed irrigation system;
- (c) Combines favorable factors of soil quality, growing season, temperature, humidity, air drainage, elevation, aspect, or other conditions, such as nearness to market, that favor the growth of a specific food or fiber crop.

These lands are currently producing the following crops of high economic importance to California as identified in the annual report of the Department of Food and Agriculture:

<u>Fruit Orchard Crops</u>		<u>Tree Nuts</u>	<u>Vineyard and Caneberries</u>
Apples	Olives	Almonds	Bushberries
Apricots	Peaches	Walnuts	Grapes
Avocados	Pears	Pistachio	Kiwi Fruit
Cherries	Persimmons		
Citrus	Plums		
Dates	Pomegranates		
Figs	Prunes		
Nectarines			
<u>Vegetable Crops</u>		<u>Irrigated Field Crops</u>	
Artichokes	Cucumber	Alfalfa	Rice
Asparagus	Garlic	Barley	Safflower
Beans	Lettuce	Corn	Sorghum
(Dry & Snap)	Melons	Cotton	Sugarbeets
Broccoli	Onions	Oats	Wheat
Brussels	Peas		
Sprouts	Peppers		
Cabbage	Potatoes		
Carrots	Spinach		
Cauliflower	Sweet Potatoes		
Celery	Tomatoes		
		<u>Specialties (not elsewhere classified)</u>	
		Cut Flowers	Nursery Products
		Hops	Strawberries
		Ladino Clover	
		Seed	

ADDITIONAL FARMLAND OF LOCAL IMPORTANCE

In some local areas there is concern for certain Additional Farmlands for the production of food, feed, fiber, forage and oilseed crops, even though these lands are not identified as having national or statewide importance. These lands are to be identified by a local committee made up of concerned agencies, and called together by the SCS District Conservationist designated as county representative. The local committee will review the lands under this category on at least a five-year basis.

T-53 (continued)

To accomplish this, the district conservationists working jointly with the RCD directors organized a Local Advisory Committee representing these concerned agencies and groups. Members of this committee might have represented county and city planning commissions, agriculture commission, county board of supervisors, cooperative agricultural extension, resource conservation districts, Farm Bureau, Cattleman's Association, Wool Growers Association, chambers of commerce, special districts, and agriculture and environmental citizen action groups. The RCD directors took a lead role in forming the committees.

The kind of areas placed in this category was a local decision, and usually contained to areas of farmland. These farmlands produced crops not listed under Unique Lands but are important to the economy of the county, such as dry grain, hay or pasture. Might have been farmlands with the physical characteristics that would qualify for Prime and Statewide Important except for the lack of available irrigation water.

Jan 5, 1987
 Julie Lake
 For The Calif Oregon Transmission
 Project

I hear Sir:

I am writing
 this letter, to protest,
 "the very idea of putting
 any power lines on or by
 my land."
 The reasons for not
 wanting it are to many
 to write about.

Personally put up with
 a lot in my situation,
 please. And after weigh-
 ing all the facts, I think
 you will come to the
 conclusion, you should

A

Your opposition to the COTP being located on your land is noted. The preferred route does not cross your property.

B

Comment noted.

T-54 (continued)

B

not like to have
such an eye sore to
look at each day, the
rest of your life plus
all of the other economic
disadvantages.

C

See response to L-184 A.

I thank you
Clare and Hank,
R.R. 2 Box 102,
Tulula, Cal.
96134

T-55

Rt. 1, Box 241-D
Tulelake, Ca. 96134
January 5, 1967

Project Director
California-Oregon Transmission Project
Post Office Box 660970
Sacramento, California 95866

Dear Sir:

- A** As a landowner effected if the transmission line is built on the preferred route, I take this opportunity to share my concerns. A report released from Sacramento by the American Farmland Trust, "Justification of Destroying Prime Farmland in California" states an estimated 44,000 acres annually are swallowed up by urban growth. Additional farm land is threatened by soil erosion, salination and the use of underground water faster than it can be replaced. The report suggest enacting a law to require local governments to give higher priority to saving farmland. With diminishing prime farmland, why lose more to a transmission line capable of placement east by using the "John Cross alternative"?
- B** We find the preferred route detrimental to agriculture, and the livehood of many Basin farmers and businessmen. The placement of towers on agricultural land would create many problems. The presence of towers would hinder the movement of wheelines and prohibit the use of center pivots. Wheeline movement would require seperations, which would be time consuming and therefore expensive, and possibly physcially impossible to reconnect if obstructed by the tower. We also use forty foot aluminum hand pack lines. When these lines are moved directly under the high voltage lines they have on occasion knocked a man down from electrical shock. This presents a health hazard and possible refusal of hired men to work, thus a negative finical impact.
- C**
- D** These towers would also hinder the excepted farming practice of fertilizing with a pull ground applicator. How can you turn around a tower without either overlapping or skipping? This would be an even greater problem with our sixty foot spray applicator, with the results even more disastrous. A double application on an overlap with herbicides could kill the crop, while not spraying would result in economic loss through unwanted plants. The results would be much the same for insecticides, nematicides, etc.
- E** Some of these applications require an airplane or crop duster. These lines would impose a severe life hazard for these pilots. Sooner or later, the line would be lost in the sun and a pilot would be dead, a tragedy none of us desire. The only other alternative for the pilots would be to refuse flying any field with a transmission line, thus certain economic lose for the farmer. This condition could force us to abandon the field or grow a less profitable crop.
- Comment noted. See responses to L-330 H, T-10 F, and T-31 A.
- Comment noted. See responses to T-6 D and T-6 F.
- See response to T-21 B.
- See responses to T-175 A and T-175 C.
- Power lines are a routine hazard for agricultural aviators. Experienced pilots fly under much smaller power lines than the 500 kV line proposed for the COTP. See also response to T-175 H.

T-55 (continued)

- F** Problems also exist in field preparation, planting, cultivation and harvesting. The length and width on some equipment would make working close to the towers impossible and dangerous, thus leaving more land out of production. Adding to the problem and cost would be soil compaction associated with construction. Access to towers during construction and maintenance would destroy more land and crops than the presence of the towers themselves.
- G**
- H** Numerous raptorial birds use our place for nesting as well as their hunting grounds. It is not uncommon to see Bald Eagles, Golden Eagles, numerous hawks, owls and vultures using the edge of our farmland. Juniper trees encompass this farmland, so many small animals; mice, rats, squirrels, and rabbits to name a few, can be caught easily here by these predators. This line would go directly over this area causing a life threatening situation for these predators. Many other game birds also use this area as a flight path and would also be endangered.
- Common sense would demand preserving our valued farmland, our wildlife, the lives of our pilots and the means of supporting our families by building this line on the "John Cross alternative" route.

A concerned landowner,

Jerry LeQuieu
Jerry LeQuieu

F See responses to T-6 F and T-175 A.

G Precautions will be taken to minimize soil compaction. In areas to be restored after construction is completed, compacted soils will be subsoiled and disked. This is detailed in Mitigation Measure II.A.15 in Section 1.1.5 of this Final EIS/EIR. To minimize the impact of access roads, existing roads will be used whenever possible; new access roads will be constructed to the minimum requirements necessary for construction and maintenance vehicles; new access roads not required for regular maintenance will be closed; existing roads which are damaged will be repaired to a condition equal to or better than the pre-COTP status (Mitigation Measures II.A.1, II.A.2, II.A.3, and II.A.6 of the Draft EIS/EIR, Section 1.1.5, Volume 1 of the Final EIS/EIR.

H Raptors are known to utilize this area. The potential for a significant number of collisions, however, is expected to be low for most species because they generally have good eyesight, fly slowly, and readily avoid the lines. Bald eagles seldom feed on small mammals in the Klamath Basin. See also responses to L-157 I and L-310 EE for a discussion of waterfowl collision impacts.

Livingston,
Melin, Cal. 94632
Jan. 3, 1987

I now live in Oregon. But my son, grandson
and their families live on my farm just across
the state border in California. Its a small farm
of just over 100 acres. The proposed line would
take a large strip out of productivity. It is
difficult now to make a living on the land as it is
now.

My trees were topped severely but had been
a haven for the red-tailed hawk, several
varieties of owls and many smaller birds and
will be again soon, if no line is there.

I can't see why this highly dangerous line
needs to be put on good productive land when
there is the mountain east of my farm which
is a much more appropriate place for it to be
built, and would not be a detriment to farming
and wildlife.

I feel Governor Cross has the right idea and feel
the transmission people would do well to
take his idea into consideration.

Respectfully
Cecilia Mackinn

A Comment noted. See responses to T-6 F, T-31 A, and T-37 I.

B Red-tailed hawks, great horned owls, and other birds readily
adapt to the presence of transmission lines in their
territories. Some raptors will likely use the towers as hunting
perches (similar to the way they use topped trees).

C See responses to L-330 H, T-10 F, and T-17 A.

T-57

Tulelake, CA
Jan. 4, 1987

California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866

Sirs:

- A** [I had every intention of reading your Draft EIR. However I looked first at the maps, and saw properties within the Tulelake Basin identified as unirrigated cropland that I knew to have been irrigated cropland since 1947 (particularly 2 parcels belonging to us). I felt that an inaccuracy in an area that would have been so easy to determine correctly (within the Tulelake Irrigation District boundaries) indicated that there may be reason to doubt the validity of information upon which decisions have been based throughout the study.
- B** [Although we can see no reason for developing the Malin-Round Mountain corridor further, we do support the furthest east alternative route proposed by John Cross of the Modoc County Planning Commission as the least objectionable route of the four options in this area.
- C** [Please do not interpret this identification of an alternative as approval of your plan to increase the transmission of power from the Pacific Northwest to central and southern California.

William E. and Natalie Macy
for William E. and Natalie Macy
Rt. 2, Box 184
Tulelake, CA 96134

- A** Irrigated or non-irrigated farmland was mapped from information collected at the time of the analysis. For example, aerial photos taken in 1985 were used to help determine if a particular field was irrigated. If these photos showed that a field was not irrigated at the time the photo was taken, it was mapped as non-irrigated land. A more recent study, based on newer photographs, is discussed in response to L-330 H.
- B** See response to L-330 H.
- C** Comment noted.

T-58

JANUARY 5, 1987

CALIFORNIA OREGON TRANSMISSION PROJECT
P.O. 660970
SACRAMENTO, CA. 95866

SUBJECT: EIS/EIR REPORT

I AM NICK MACY, OWNER OF MACYS FLYING SERVICE INC. MY FAMILY HAS BEEN IN THE AG FLYING BUSINESS IN THE TULELAKE BASIN FOR 23 YEARS. MYSELF THE LAST 11 YEARS. OUR BUSINESS IS NOT ONLY AG FLYING BUT ALSO AS CROP CONSULTANTS TO THE FARMING COMMUNITY. WE CONSULT WITH FARMERS ON PROBLEMS THAT MIGHT ARISE IN GROWING A AGRICULTURAL CROP, SUCH AS, INSECTS, WEEDS, AND PLANT DISEASES. WE FIELD SURVEY AND APPLY TO AS MUCH AS 30,000 ACRES IN A SEASON. I AM A LICENSED PEST CONTROL ADVISOR AND APPLICATOR IN CA, OR, AND NV. I HAVE A BACHELOR OF SCIENCE DEGREE IN PEST MANAGEMENT FROM UNIVERSITY OF NEVADA RENO.

IN ADDITION I AM THE MANAGER FOR THE TULELAKE MUNICIPAL AIRPORT FOR MODOC COUNTY.

A First I would like to address the dangers to Air navigation on the Tulelake Airport if the proposed California Oregon Transmission Project is allowed to be placed in the adjacent area, called N10-D. If the line was placed a mile away or using the height of towers to elevation of ground level. Any where the line is placed in close proximity to the Tulelake Airport will create a hazard to public safety. At a mile away traveling at 100 mph, average for small airplanes it would take 30 seconds standard conditions to reach the lines. If in the event the pilot had an in flight emergency does this give him enough time to react and to elude the lines. How about the possibility of trying to find an area to make an emergency landing blocked after takeoff by these lines. How can you assess the situation of the dangers of flying around high power lines at night, even when the weather is good this is a hazardous duty. Mere speculation, who in their right mind would like to risk the lives of the public to find out.

During the summer months which is our peak season. We operate almost exclusively at the Tulelake Airport. In our area, the Tulelake Basin, we have no other airports available, the fields are put into small acreage with no room to spare for alternate strips.

On an average day of working we have as many as 30 takeoffs and landings not counting the public traffic. This can work out to be as many as 2,700 takeoff and landings in a three month period. Which is a little on the low side because we work throughout May to September. Our main takeoff area is on Runway 11 headed South, which can bring us upon the high power lines indicated on the route N10-D.

One mile off the end of Runway 11 is to close for safety, for our pilots, or any other pilot using said airport. The airplanes are designed to carry large loads which in turn

A See responses to L-14 A, T-175 A, and T-175 H.

T-58 (continued)

A need ample space for takeoff and turning to get to fields of application. We can only turn off Runway 11 to the east because of the town site of Newell and Birds of Prey Refuge that impedes turns to the West. Runway 11 is the only feasible route to use so that the orderly flow of public airplanes is not disrupted. Even if the power lines are routed to the east of said airport this also hampers turning to the east because of blockage to gain altitude when heavily loaded or to insure ample room to turn away from them if an emergency arises.

Taking the written testimony provided by Clyde Tuomela, Director CAAA, it is apparent to see how many tragic and terrible accidents are contributed to power lines. The NASA report on Civil Helicopter Wire Strike Assessment Study shows that young experienced pilots on clear weather still have accidents in power lines.

B Following the corridor parameters for California Oregon Transmission Project it will directly effect Growers that we offer our service to. We will have to issue a policy that we will not be able to spray all areas that are planted under the towers or lines. This becomes a major problem to the grower, especially, if he is in a seed producing business. Not being able to apply under the lines or around towers will leave small areas not treatable, which in turn, leaves sources of inoculum of undesirable weeds, diseases, and insects. This in turn, can turn a seed source into a unsaleable commodity, or any agricultural farming product that the farmer raises diminished because he might have unwanted disease, weed seeds, or intolerable insect damage. This product that is lowered in grade can knock the farmer out of the profit column.

We provide services to growers who make their living raising potatoes and grain for seed. Their reputation of having disease and pest free products to sell is of the utmost paramount. If as a licensed applicator I cannot guarantee being able to treat all of his commodity he therefore cannot guarantee to his buyers that he will have disease and pest free products to sell. This will effectively put these farmers out of the seed growing business.

H Also, at an expense to the Growers that have the misfortune of having power lines and towers in their fields, we will charge more because of the additional time to try and fly around these obstacles. The added time to fly these fields and percentage time cost was provided by Mr. Paul Richter in written testimony.

It was never addressed in the draft EIS/EIR what the monetary effect was on the growers that cannot raise seed because of the effect of not being able to produce weed, virus, nematode free seed stock after the lines are placed in their fields. These growers have spent years to have a reputable product to sell. Their product must meet strict criteria from all states in which they are raised in and all states this product is sold in. How will COTI reimburse them

B See response to T-20 B.

H See response to T-20 B.

T-58 (continued)

- H** for their losses out of the seed growing business.
- C** It was stated in the draft EIS/EIR that a crossing of one half mile of agricultural land is insignificant. This is a totally incorrect statement. All of the fields in the Tulalake Basin are measured approximately in half mile lengths. Any crossing of any agricultural land by the Transmission line is very significant. The fields in the basin are small and are based for small farm operations. Serious monetary conflicts arise for the grower when having to change his mode of operating when towers are unfortunately placed in their fields. Example being wheel lines, solid sets, and farming row crops around towers.
- D** The land in the Tulalake Basin is as productive as anywhere in the United States. All documented by the Tulalake Field Station. Just because Modoc County does not precipitate in the Williamson Act does not mean we have less productive ground than any land placed in agricultural preserves. This does not preclude that it is feasible for COTP to run a Transmission Line through any property that is not in Agricultural preserves. These statements must be changed in the Draft EIS/EIR, because they are wrong and unjustified.
- E** On August 11 the MFLC gave a feasible alternative to move the Transmission line to the east of existing lines. This was stated in John Cross's Proposal. Nowhere in the EIS/EIR is there mention of it. The alternate stated as N10-4 closely resembles the route. The EIS/EIR makes this route less damaging to all criteria sought by COTP.
- The John Cross proposal must be readdressed. All problems associated by the Transmission line placed on farm ground will be eliminated. Therefore it is inconceivable why the the California Oregon Transmission Project would want to go through prime agricultural property. Not just making it a hardship for farmers working around these towers and lines, but the hazards it creates to Aerial Applicators and General Aviation.
- F** The fact remains that this Transmission line will not benefit Modoc County or its citizens.
- G** The California Oregon Transmission Project is strictly for the Public in large Metropolitan areas, and it must be placed on Public grounds.

C Comment noted. See responses to T-31 A, and T-37 I.

D See response to L-297 I.

E See responses to L-330 H and T-11 M.

F See responses to L-174 B and T-38 D.

G See responses to L-174 B and T-38 D.

Submitted by,


Nick L. Macy
Modoc County Power Line Committee
Airport and Aerial Application

T-59

Isank Walton League
Klamath Falls, Ore.
Oct. 20, 1986

Transmission Agency of Northern California

P.O. Box 661070

Sacramento, Calif.

Dear Sirs:

A

This letter is in relation to the proposed alternate route for the California-Oregon Transmission Project's KV Line (500). On behalf of the Isank Walton League of Klamath Falls, Ore. we wish to inform you we are in support of the proposed alternate route as proposed by John Cross.

We strongly urge you to consider the proposed alternate route which would place the line East of the Project's preferred route and leave clear the farmland and benefit the community in many ways.

This proposed alternate route is being supported by Klamath County Powerline Committee, Malin Powerline Committee, Modoc and Siskiyou County boards of Supervisors, Klamath County Chamber of Commerce, Malin City Council and Chamber of Commerce and local lake organizations.

As a sportsman group the Isank Walton League strongly supports this proposed alternate route and urges your consideration of this matter.

A

See responses to L-330 H and T-31 A.

Sincerely

John M. Carmichael
Pres. Isank Walton League
2571 Lakeside Drive
Klamath Falls, Ore. 97601

T-60

Jan 5, 1985
TO WHOM IT MAY CONCERN,

We are writing this letter in regard to the proposed power line from the Malin Substation.

As far as we can tell by the maps our home is in the direct path of said line. We built our home 16 years ago, and we are a little above the basin floor giving us a beautiful view especially on summer evenings. We chose this sight for the view and will not accept the fact that our beautiful view will be spoiled by a very ugly power line.

Of that We own 31 acres ~~and~~ eleven acres directly below the house is farmed. This is not the only acreage we farm but any towers would put a direct end to the production of that ground. What we raise

A See response to L-330 Fl.

B Comment noted. See responses to T-36 A and T-36 C.

T-60 (continued)

B usually turns a very high profit because of the low cost of production and many times we get a very high yield which keeps us in the black, and sometimes is the

C frosting on the cake. Why should we be willing to give that up, have our property value lowered, and if we were to ever sell not be able to, and have our privacy

D invaded at anytime. to send a purpose power supply that probably will end in the 1990's to people in southern California who would just as soon see the last of the family farms go the way of the buffalo.

E We have 2 children 5 and 9 years old. We are not nor will ever be convinced living anywhere a power line is completely

C Comment noted. See response to L-184 A.

D See response to L-157 C.

E See response to L-330 F3.

T-60 (continued)

E | harmless. We will not risk the health of
our 2 most valuable and precious assets
or ourselves only to find in twenty or
50 years there definately were health
hazards that were covered up or ignored.

F | It has been brought to our attention
John Cross has presented a route that would
serve the purposes of both parties. This
is one of the place we would like the you to
put a power line. The sun never shines on the
[other sight.

F See response to L-330 H.

Larry + Debbie Robinson

T-61

Tulelake, Ca.
Aug. 25, 1986

Siskiyou County Board of Supervisors
Siskiyou County Court house
Yreka, Ca. 96097

Dear People:

A

At the August 21 meeting of the Siskiyou County Republican Central Committee in Mt. Shasta it was voted to inform you that they are in agreement with the Modoc County Powerline committee that the 500 K. V. power line be placed east of the present power lines mostly on public land and not on farm land. The proposal of John Cross and the Modoc County Power line committee should be recommended by you in order to keep this 500 K.V. line off prime farm land in Modoc or Siskiyou county. Write to the agency's listed below.

Western Area Power Administration (Federal Land Agency)
1825 Bell Street
Sacramento, Ca 95825

Transmission Agency of Northern California (State Land Agency)
P.O. Box 680770
Sacramento, Ca. 95866

Public Utilities Commission
350 McAllister Street
San Francisco, Ca. 94102

Sincerely,

Sec. Treas.

Enclosed: 3 maps and 3 explanation
copies of Cross proposal to be
included with each of your
letters of recommendation.

A

See response to L-330 H.

SISKIYOU COUNTY
REPUBLICAN CENTRAL COMMITTEE

T-62

STATE CAPITOL ☐
SACRAMENTO 95814
(916) 445-7266



Assembly California Legislature

STAN STATHAM
ASSEMBLYMAN, FIRST DISTRICT

☐ 429 REDCLIFF DRIVE
SUITE 200
REDDING 96002
(916) 223-9300

Paul Tschirky
Route Box 212
Tulelake, Calif. 96134

August 1, 1986

Dear Mr. Tschirky:

Thank you for providing me with information concerning the California-Oregon Transmission Project. As my staff has no doubt informed you, I am in regular contact with the project administrators.


Mr. Powers advised me of your proposed meeting this month. As it is in the last few weeks of our session, I will not be able to attend. Unfortunately, I have also scheduled my district office for other projects during this time. This does not mean yours is a lower priority, only that prior commitments have been made.

A [I would also like to assure you that my opposition to particular routes does not imply my support for any others. If the project must be built, I would prefer a corridor through public lands.

Please let me know any recommendations which may arise from your discussions. I am sorry I will be unable to attend.

A Comment noted. See responses to T-38 D and L-330 H.

Sincerely,


Stan Statham

4 Jan 1987

Statement of Objection of the California Oregon
Transmission project crossing prime farm ground for the
following reasons:

1. Increased hazards to humans, plants, and wildlife.

Humans - possible electrocution, health hazards, stress,
nervous disorders, and extra work.

Plants decreased productivity due to more weeds, reduced
insect control, and possible reduced fertility of soil.

Wildlife a. Increased loss of Bald Eagles, Hawks, and Crows
b. Increased loss of Ducks and Geese migrating
between Clair Lake and Tulelake refuges.

2. Increased Problems in Farming Operations:

a. Increased Hazard to Humans resulting in increased liability
insurance.

b. Increased labor and fuel working around towers.
example: Sprinkler system has blowout riser water going
over one hundred feet straight up under tower.
Normally turn off mainline pipe and fix (ten minutes)
without towers over head. With towers over-head
of main line possible electrocution while in water.
Will have to travel 3/4 mile to Main pump to turn off
return fix riser back to pump re-prime start
pump. Time involved 2 1/2 hours instead of 10
minutes.

Conclusion: The powerline will create undue hardship upon all
farmers by destroying the ecology, increasing costs of farming,
and reducing their land values. This could result in all the
farmers becoming uneconomical units. Therefore we are
opposed to any powerline crossing farm ground.

William R. Stonecipher

Aurelia Stonecipher

Route 1 Box 278 Tel # 916.667.5325
Tulelake, Calif 96134

See responses to L-330 F3, L-330 G3, and T-21 B.

These potential impacts are discussed in Section 3.6.2.2 in
Volume 2A of the Draft EIS/EIR; mitigation measures are discussed
in Section 1.1.5 of Volume 1 of the Final EIS/EIR. Also, see
response to T-31 A and Section 1.1.2 of Volume 1 of the Final
EIS/EIR for a discussion of route adjustments in the
Tulelake/Copie Bay region. See also responses to T-175 E and T-
175 G.

See responses to L-117 C, L-157 I, L-295 O2, L-345 D, and T-55 H.

See responses to T-63 C.

There are certain safety practices that must be followed when
working around transmission lines. Such safety practices, while
time consuming, do enable different land uses to coexist. We are
not aware of any additional liability insurance required due to
the presence of transmission lines.

Comment noted. See responses to L-41 C, T-6 D, T-175 A, and
T-175 H.

Comment noted. See response to L-330 HH.

T-64

WRITTEN COMMENT FORM
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

A I want the John Cross alternative
B because this so called proposed routing
C/D of yours would go directly over a house
E and since being built and I don't want
F my kids to be "sexual impotent" because
of it - also don't want the electrocution
and wild life hurt and TV interference.
It would also reduce the value of land.
If you must do this
keep it off the farm land
and endangering people -
use the John Cross alternative on
public land - farmers have enough headaches
without this one.

Sincerely
Signed
Garry Tschirky

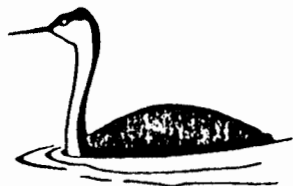
Bearing Date: 1-5-87
Location: Merrill
Name/Address: Garry Tschirky
Rt 1 Box 112
Tulelake, Ca 96134

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

A See responses to L-330 H and T-9 K.
B The existing literature on health effects does not indicate that transmission lines cause sexual impotence. See response to L-330 F3.
C See responses to L-117 C, L-157 I, L-295 O2, L-345 D, and T-55 H.
D See responses L-330 U1 and L-330 H3.
E Comment noted. See responses to L-325 N and L-184 A.
F Comment noted. See also responses to L-330 H and T-38 D.

T-65



Klamath Basin Audubon Society

P.O. Box 354 • Klamath Falls, Oregon 97601

12/22/86

A

Dear Sir:

We are writing this letter regarding the California-Oregon Transmission Project's 500 k.v. line and as a group support the proposed alternate route presented by the Modoc County Powerline Committee in that it would best protect the wild life and conserve the farm lands.

Sincerely,

A handwritten signature in cursive script that reads "A. Ronald Vincent".

A. Ronald Vincent
Audubon Board Member

A

Comment noted. See responses to L-330 H, T-10 F, and T-31 A.

T-66

POTATOES - GRAIN - ONIONS - SEED POTATOES

Haynes and Walden Farms Inc.

BILL HAYNES - LARRY HAYNES - DURRELL WALDEN

Route 2, Box 199, Tulalake, California 96134

Telephone: 916-667-2930

Jan. 5 1987

To whome it may concern

A [My name is Douglas D. Walden, and I object to the Power line going through farming country. Because there is a big danger during the farming and irrigation season with sprinkler pipe and people working in the fields with water running; with that much Power in the Line just above them. On top of that we steal don't know just what B [that much Power will do to growing crops yet.

HAYNES & WALDEN FARMS INC.

By Douglas D. Walden Vice. pres.

Douglas D. Walden

A Comment noted. See responses to L-41 C, T-6 D, T-175 A, and T-175 H. See Section 1.1.5 of Volume 1 of the Final EIS/EIR for mitigation measures.

B See responses to L-330 F3 and SL-51 A.

T-67

Ms. Laura Edlin, Public Affairs Director
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866

Dear Ms. Edlin:

A [The Klamath Group of the Oregon Chapter, Sierra Club
B [has been opposed to the construction of an additional power
line from the Northwest to California since the project was
first proposed. The power line will be completed at about
the same time that the present power surplus will be
depleted, resulting in the need for the construction of
more power generating facilities in the Northwest.

Since we were opposed to the transmission line in
general we have not previously taken a position supporting
or opposing any of the proposed routes. With the selection
of the preferred route in the Malin-Tulelake area, local
opposition has been raised to a segment of the route near

C [Newell. We believe that the proposal made by Mr. John
Cross, to shift the transmission line from the agricultural
land near Newell to range land east of Newell, is
reasonable and should be given careful consideration.

D [Transmission lines should not be placed across agricultural
land when alternatives such as this are available.

Sincerely,

William M. Wood

William M. Wood, Chairman
Klamath Group, Sierra Club
P.O. Box 1774
Klamath Falls, OR 97601

A Comment noted.

B The economic analyses of the COTP are based on current
projections of the amount and cost of PNW surplus power.
Although the current PNW surplus of firm power is expected to
dissipate by the late 1990s, the COTP will have value even after
that time, because of the continued availability of surplus
nonfirm power and surplus firm capacity. The COTP will allow the
PNW to sell more surplus power, and thus help keep PNW rates
low. The COTP by itself, should not lead to new resource
development in the PNW. The IDU Draft EIS includes analysis of
the effects of long-term firm contracts on new resource
development in the PNW and California. The analysis suggests
that in some cases (particularly exchange contracts) long-term
firm contracts can reduce the need for and cost of new resource
development in both regions. Refer to L-27 B.

See the response to L-3 T for a more complete discussion.

C See response to L-330 H and T-9 K.

D See response to T-10 F.

TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

---oOo---

Public Bearing Re:)
Draft EIS/EIR for the California-Oregon)
Transmission Project and for the Los)
Banos-Gates Transmission Project;)
Transmission System Reinforcement)
Facilities planned in the Pacific)
Northwest.)
-----|

---oOo---

Yreka, California

7:00 p.m.

---oOo---

January 6, 1987

Reported by:

Jan L. Benedetti
CSR No. 4643

T-68

YREKA, CALIFORNIA, TUESDAY, JANUARY 6, 1987, 7:00 P.M.

Introduction to hearing presented by the Transmission Agency of Northern California and the Western Area Power Administration hearing representatives. Please refer to the Klamath Falls hearing transcript for text of introduction.

The first speaker that I have signed up to speak is James C. Cook, followed by Jim Nile.
Mr. Cook.

T68 - JAMES C. COOK:

My name is James C. Cook. My address is 13217 Silva Road in Montague.

I would like to thank the California-Oregon Transmission Project for listening to our concerns and not selecting the Shasta Valley alternative as the prime alternative.

Since this EIR/EIS may be used in the future as a resource document and for procedural guidelines, I wish to bring some information to your attention. I believe that a review of this information will indicate that the Shasta Valley route alternative is even less desirable than is indicated by the EIR/EIS.

There is information missing in your biological sections. This includes, but it's not limited to, a bald eagle winter roost along the Shasta River in the Shasta Valley corridor, a suspected bald eagle nest area and bald eagle summer use area near the headwaters of Butte Creek, a waterfowl migratory pathway along Section N-4G, and an endangered species reintroduction site near Table Rock.

Those four items are information that has been given to your biological consultant at the last public workshop held in Yreka. It was also given in a detailed letter sent to COTP. And this and other biological information which is also missing can be found at the California Department of Fish and Game Region One Office in Redding.

I could not find any mention of the California Department of Fish and Game's jeopardy opinion. Even if this jeopardy opinion on the Shasta Valley route will not affect TANC directly, it must have some effect on your responsible agencies and should have entered into your decision-making process.

I could also find no mention of Southern California Edison's unpublished data concerning avian strikes on power lines. Some of this data was generated during studies in the Banning Pass wind farm area. I believe that the numerous flocks of waterfowl which move from the Butte Valley into the Shasta Valley would be severely impacted by a line in the Shasta foothills.

As I have stated on numerous previous occasions, biological methodology was not designed in this project to discover any new information about the environmental baseline of the Shasta

A Comment noted.

B Thank you for the additional information. We have incorporated this information into the wildlife discussions in Section 1.1.3 of Volume 1 of this document.

C See response to L-353 C.

D We discussed the results of Southern California Edison's (SCE) avian collision data with the SCE researchers (Pearson, per. comm.). Since no line is proposed between Butte and Shasta Valleys, there would be no impacts in this area.

E See response to L-325 L.

T-68 (continued), T-69

E Valley. A methodology which involved an increased amount of ground level studies, as well as increased contact with local residents, would demonstrate that the Shasta Valley receives greater wildlife use than is found with occasional fly-overs and literature search.

F Finally, I would ask TANC, WAPA and any others who might review this material in the future, to instruct your consultants to be a little more forthright and timely with their project information.

Thank you.

MR. PEIDER: Thank you, Mr. Cook.
Next is Mr. Nile, followed by Lou Melo.

T69 - JAMES NILE:

Good evening. I am James Nile, Director of Lands for Santa Fe Pacific Timber Company with headquarters in Redding, 2250 Benton Drive.

My comments this evening are going to address three aspects of the project: the economic justification, the environmental impacts and the question of alternate routes.

Santa Fe Pacific Timber Company has granted easements for many, many miles of power transmission lines over its lands. This has been done in the spirit of cooperation with power providers and consumers. We recognize the importance of electric power to our economy, to our society and to the standard of living of the citizens of this country.

The granting of these easements has resulted in a loss every thousands of acres of productive forest management land. Unlike many other uses of the forest, power lines permanently remove the area beneath the power line and for a distance on each side from productive tree growth.

A The losses described above had a cumulative effect that is very serious for our society, but it is all but disastrous to a company whose only business is the management of the forest. For this reason, we find that we are unalterably opposed to any of the suggested routes of the proposed California-Oregon Transmission project which would pass through Company holdings in Northern California.

B Conceptually, we are firmly convinced that it's foolhardy to bring Bonneville power to electric power-rich Northern California. In the few years that have passed since this project was first proposed, two significant things have happened:

C One, billions of watts of power generating capacity have come on line in California. In addition, numerous projects have been licensed by the Federal Government for early construction.

D Two, Bonneville power rates have risen dramatically. In fact, at today's rates, the subject project is not cost-effective and informed observers believe that future Bonneville rate increases will be occurring at an even faster rate than in the recent past.

In fact, recent publications from the Bonneville power Administration indicate that there will no longer be a surplus

F Comment noted. The lead agencies have conducted an extensive public involvement program. We have met with and solicited information from the public at numerous points of the scoping process. A summary of this process is presented in Section 1.1.7 of Volume 1 of the Final EIS/EIR.

A The impact on forest resources has been recognized in the Draft EIS/EIR as a significant impact. The preferred route is an attempt to minimize the impact to forest resources, to recognize engineering considerations, and to provide a balance among competing resource values.

The cumulative impact of the loss of timberland to society, or specifically, to the affected counties, was considered in the evaluation of alternative routes. There was no indication that an easement approximately 200 feet wide along the preferred route would have a significant socioeconomic impact.

The effects on a company whose business it is to manage forest lands individually would be settled by easement negotiations between the COTP and the individual company, with the settlement reimbursing the company for the use of its land.

B The need for new power resources in California, the economic benefits to the California utilities and their ratepayers, the types of Pacific Northwest power resources available, and the pricing of Northwest power is discussed in detail in Appendix B of Volume 3A of the Draft EIS/EIR. See responses to L-306 and

T-69 (continued)

B
(cont.)

L-344 for more discussion of the need for the COTP, its economic benefit, the availability of alternatives, and the ability of the Northwest to provide power to California cost effectively without developing power resources specifically for the export of power.

C

See response to T-69 B.

D

Projections of Bonneville rates and the market for power sales from the Northwest in the form of firm capacity, firm energy and non-firm energy were evaluated in the economic analysis of the COTP presented in Section 1 of the Draft EIS/EIR and in more detail in Appendix B of Volume 3A. The economics of the COTP were analyzed under a broad range of Northwest power availability assumptions and a wide range of assumptions regarding the value of that power to displace oil and gas-fired generation in California. Although BPA rates have increased significantly in recent years, under most projected conditions significant amounts of power available from the Pacific Northwest can be sold to utilities in California at prices much higher than the cost to the Northwest for producing such power. Furthermore, surplus energy and available summer season firm capacity provides a source of revenue to the Northwest from sales to California relying upon existing power resources in the Northwest, or those resources which would be constructed solely to meet Pacific Northwest winter season power needs. This income from power sales contributes to payment of regional power costs to help keep electric power costs to Northwest ratepayers lower than would occur without the COTP.

T-69 (continued), T-70

- D within just a few years after this project comes on line if, in fact, it does come on line, which I sincerely hope it does not.
- E With these events clearly in focus, it becomes obvious that this project is not economically justified.
- F Environmentally, the proposed project is also a loser. The alleged benefits of the project will be totally negated by the loss of perhaps thousands of acres of forest habitat. The price to be paid for this ill advised project in terms of the forest is simply too high.
- G Finally, if it is determined that Southern California must have Bonneville and Columbia River power, the transmission lines need not pass through Northern California at all. A study of the terrain of Oregon, Northern California and Nevada reveals that the most direct route for transmitting power from the Columbia River is on the east side of the Sierra Nevadas, passing at the south side of -- the east side of the south end of the Sierra Nevada Mountains, enter Southern California at that point in a location that is not only less expensive, but does not have the disastrous impacts on the highly productive forest lands of Northern California.
- H In conclusion, we firmly believe that the proposed project is not needed, is adverse to society's needs for productive forests and is in the wrong location. With this in clear view, we are asking that the project either be stopped altogether or re-routed east of the Sierra Nevada Mountains.

I will make my presentation in paper form available to you.

MR. PEIDER: Okay. thank you, Mr. Nile.
Next is Lou Melo, followed by Dudley Zoller.

T70 - LOU MELO:

I am Louie Melo, 408 East Alma Street, Mount Shasta, California.

I do not -- I am a retired person. As a result, I do not actually work for anyone that is involved directly or indirectly. My comments this evening will be related to some economic tidbits, if I may call them that, that I observed as I tried to read that report.

Believe me, if that report was stacked one on top of another, it would be about twelve inches thick, 2,000 pages. I don't know whether it was intended to inform us or scare the hell out of us. I think it came closer to scaring the hell out of me. Because I get more information out of their newsletters than I did, honestly, out of that huge report that we have.

Nonetheless, let's look at some of the economic considerations that we have. As I look through the report, the thing that kept coming to me is, that California was interested -- that is, when I speak of California, I am speaking of the utilities, the recipients, if you will, or the people interested in the power -- were interested in looking for inexpensive power.

Jim, just a moment ago, told you that, in the final analysis, when you look at this, it is not going to be as inexpensive as we think it is. We keep saying, "We have a great

E Comment noted. We believe that the overall net effect of the COTP will be positive for society.

F Moving this line further inland, perhaps through Nevada, would avoid northern California and pass through a less populated and less valuable land than the area under study. However, one objective of the COTP is to utilize the existing 230 kV transmission lines owned by the Western Area Power Administration that run from the Redding area to Tracy. Another objective is to deliver power to the Tesla area. Because of these delivery points, much of this power will reach the northern California market, bringing benefits directly to users that have not had the full benefit of low cost surplus Northwest energy. To accomplish these objectives from a route east of the existing two Intertie lines would require some type of underground or overhead crossing. COTP staff have thoroughly investigated ways of crossing the existing lines and have not found a way that is feasible. In addition, there would be significant extra costs and environmental impacts for the Trans-Sierra possibility.

G See response to T-69 F.

H See responses to the above comments.

T-70 (continued)

- A** [deal of energy in the Pacific Northwest and it's classified as surplus energy and so it's economical. Let's go after it."
Is it really that economical? That's the question I have to ask myself and ask everyone -- ask these folks to review.
As we begin to look at the entire problem, we say, on the one hand, it is economical, on the other hand, we are also looking for other services, the interchange, exchange of energy between the California and the Northwest or the better use by interties and so on.
- B** [Actually, folks, there is already, according to one of their newsletters, an Intertie system between Oregon, Washington and California. This can certainly be upgraded, as I see it, and possibly do the job that has to be done.
Now, if we begin then to say, How are we Californians interested or should we be interested in this system? It appears, again, that, as we look at the bottom line, is California, the topography of California, situated in such a way that it cannot contribute measurably toward the development of electrical energy?
This is not so. Within California, we have the Cascade Range, we have the Klamath Mountains, we have the Sierra Nevada Range, we have the Coast Range. The rivers from these mountains are currently producing some electrical energy.
- C** [The question that I raise: Are they being utilized to the extent that they could be utilized: Or are we Californians so weak that we want "George" to produce and provide the energy for us? In other words, are we asking someone else to do the development for us?
Over and over again, we hear that, environmentally, we would damage California if we tried to impound this water. I would ask, in this very room, how many of you would like to destroy the Shasta Dam at this point?
I am not a child. I passed my 70 years and, as a result, I have been in this area for a long, long time. I saw the Shasta Dam being built. And I am now asking these folks, asking the audience: Do we want -- do we enjoy the products that the Shasta Dam is producing, even though it was a very difficult fight at the time that it was being planned?
- D** [So, with that thought in mind, are we asking someone else to produce electrical energy by impounding water when, in reality, we have a great deal more that we can do within our own country?
The one that comes to mind -- I have seen it now for some twenty years -- the Russian River Basin has been flooding every time that we have a wet year. The Corps of Engineers have blueprints. They have been trying to get those people to do something with that basin that will do a number of things: One, impound waters so it could be delivered to people in a uniform manner; two, create a recreational body of water that could be used by the people in that geographic area; three, generate the electrical energy that could service that portion of California and so on. This can be repeated quite a number of times, believe it or not, if you study that.
Then we get into another facet of this program. We keep

A See responses to T-69 B and T-69 D.

B There is a discussion of upgrading the existing AC lines in the Draft EIS/EIR, Volume 1, page 2.5-3. The existing two Intertie lines, first placed in service in the late 1960's, were originally rated for a 2,000 MW power transfer. By May 1987, these two lines will have been upgraded to 3,200 MW on a test basis. The upgrading has reached the thermal rating of the line equipment. To uprate further by rebuilding the existing lines would not only be extremely costly, but in addition, the lines would be out of service a number of years during which some hydroelectric energy would be unavailable to California users. To replace this energy, other forms of energy such as thermal generation from coal or nuclear, would be required to replace the inaccessible and relatively clean hydroelectric power. Available records demonstrate that during the last 10-year period, these lines have been loaded to over 70 percent of their capacity. For many periods, day in and day out, these lines have been loaded to over 90 percent of their capacity. To uprate further than 3,200 MW would also create a reliability hazard because the interconnected transmission system is not able to withstand the emergency outage of the lines and meet the WSCC Reliability Criteria for System Design and Operations.

C See response to L-3 T.

D See response to L-3 T.

T-70 (continued)

telling ourselves that the only energy that we can really talk about is energy that comes from impounded water or, as we might call it, using the cheapest energy we have, the cleanest that we have, the hydroelectric system.

E [Actually, I don't know -- I wish you folks could tell me -- why is it that you constantly refer, as a baseline, to the price of oil by the OPEC nations? I didn't know that it was so important that the Middle East had a direct tie to what we are going to do with this power. I really don't. But we have used oil and gas as a major source of energy producing and, yes, it does have its pollution and so on.

F [More recently, in California, we have geothermal. To what extent is geothermal still available for us? Nothing was mentioned in your report, other than the one little, tiny script that I found that merely said, "Other sources of energy are uneconomical." Why don't you tell me why?

G [We also have energy that is coming through wind power. I realize that's a rather small one. Wood waste materials -- that are several firms that are doing that right now. And I think that all of these should be explored before we ask Oregon or Washington -- more particularly, Washington -- to supply us with the energy that we need.

H [It has already been said that California, in the next twenty years, will increase in population by thirteen and a half million people and they will want some energy. Are we going to set up a structure that causes us to be totally dependent on another state, even though it's our neighbor? I've been up and down the Washington area and I have seen many of their dams. They have done a tremendous job. Yes, they have surplus at this point in time. I am sure it will not occur.

I [In conclusion, the sum of the comments I would like to address to the group as something to think about, and that is, as I mentioned earlier, we do already have an Intertie system between Oregon, Washington and California. Can that be upgraded to do the job that has to be done?

J [Secondly, has any organization determined the potential power growth that California can actually have in the coming years? And this is very real.

K [Third, we tell each other that we are going to get surplus power at a greatly reduced cost. And Jim Nile told you a moment ago -- and I think he is right -- that as soon as this system is in place, there will be no surplus power at reduced cost. It just cannot happen. Because the folks up there are not going to have a dual price system for their customers, everybody will pay the same thing.

L [Then we hear about the cost. I found cost in your documents, by the way, that go all the way from 400 million to nearly a billion dollars in cost. I realize you cannot put your fingers down to the last 45 cents, but, certainly, when you make an error of \$200 million or \$300 million, then I am going to ask you who the engineers are. Are you going to have an overrun of another billion dollars? We don't know. I wish that could be addressed.

The last item I would like to call attention to in this

E There is still a significant quantity of generation in California based on oil or gas as the boiler fuel. In addition, one of the alternatives to the COTP is the construction of combustion turbine peaking units which would be fueled with oil or gas. The COTP is therefore anticipated to deliver Northwest power purchases to reduce the burning of oil and gas in existing thermal power plants as well as displace the construction of some new oil or gas-fired generation. For this reason, the price of oil is a major consideration.

F Geothermal power is an important resource option for California utilities. Geothermal capacity is assumed to increase from 2785 MW in 1993 to 3289 MW in 2004. (See Draft EIS/EIR, Volume 3A, Appendix B, Table 5-1, page 30.) The cost of developing and producing more than this amount of geothermal power is not economical compared to the probable cost of purchases via the Project. In addition, geothermal power is a baseload resource, providing both energy and capacity, while California's need is greatest for peaking resources which can supply power during the peak demand periods.

Even so, the analysis assumes that over one third of California's future power supply comes from unidentified small resources and cogeneration. If more geothermal power can be economically developed, it can help to meet this portion of future resource needs.

G The completed and proposed cogeneration, small hydroelectric and other "Qualifying Facilities" ("alternate power sources") such as wind under contract or anticipated by the California utilities as indicated in resource plans filed with the California Energy Commission are included in the resources expected to be available with the completion of the COTP. The forecasts of demand for the California utilities which are included in the analysis shows a need for new resources in advance of the year 2000. In its 1986 Electricity Report the CEC acknowledges that some of the publicly owned utilities who are participants in the COTP could economically use new capacity in the early 1990's.

H See response to T-69 B.

I See response to T-70 B.

J The California Energy Commission studies the question of new power development potential in California on a regular basis. Utilities also perform similar studies. The Draft EIS/EIR economics studies have taken this into account.

T-70 (continued)

K

See response to T-67 B.

L

The cost of the combined projects used for purposes of the economic analysis in the Draft EIS/EIR is \$516 million. (See Draft EIS/EIR, Volume 1, page 1.5-5.) The cost estimate is based on a range from a minimum to a maximum and includes several components, the COTP, and 7/16 of PGandE's Los Banos-Gates Project.

See response to L-196 I. We do not believe there is a potential for significant cost overruns for the COTP.

T-70 (continued), T-71, T-72

M

little newsletter that you sent out: You have a DC line that goes all the way into Nevada. I am wondering if that DC line -- I am not an electrical engineer. I want to know, can a parallel line, along with that DC line, be put in place to do and receive the so-called surplus -- mind you, there is a difference between surplus and non-surplus -- to receive the surplus energy that Washington and Oregon may have from time to time?

MR. FEIDER: Could you indicate for us what newsletter number that is?

MR. MELO: Newsletter No. 8. Whoever did this job did a nice job. Actually, you can eliminate 1,000 pages with this.

You can see at the moment, I am a retired professor. And if these people turned in those sheets for me, I would send them back to the drawing board.

Thank you very much.

MR. FEIDER: Thank you, Mr. Melo.

Our next speaker is Dudley Zoller, followed by Charles Gagarin.

T71 - DUDLEY ZOLLER:

My name is Dudley Zoller, 139 Walters Lane. I represent the Greenhorn Grange, a nationwide organization, patrons of husbandry.

Our subordinate grange consists of about 300 families here in Shasta Valley. We were earlier on record as opposing the corridor in Shasta Valley. That would conflict with the uses of the farmland, tend to disallow the maximum efficient production of food for our nation.

We recommend your decision not to make that corridor through Shasta Valley as a preferred route. We trust that your study will give the highest priority to minimize the impacts on farmland wherever these impacts exist. We don't believe you have given this priority to the routes considered in the Tulalake area, since public land, mostly sagebrush, exists east of Tulalake, which eliminates the impact on our farmlands in Siskiyou county in that area.

MR. FEIDER: Thank you.

Next speaker is Charles Gagarin. Excuse me if I didn't pronounce that right. Followed by Richard Oreck.

T72 - CHARLES GAGARIN:

My name is Charles Gagarin. I live at 1334 Vista Drive in Mount Shasta. First of all, I want to say it's a pleasure to, for the first time, meet Archie Pugh, after always reading about him or trying to figure out who was really in charge of TANC for a long time. Now he is retired from that.

Two notes. The first one will be from the Citizens for Better Forestry, and their address is Post Office Box 1510 Hayfork, California and their zip is 96041, and phone number there is -- I will give you the whole thing.

M

See response to T-69 F.

A

Comment noted. See responses to L-330 G and T-31 A.

T-72 (continued)

This is written by Margaret Draper.

"As a citizen's group concerned with the promotion of the wise use of forest resources and forest planning, we would like to submit the following comments to the lead agencies in charge of preparing the EIS/EIR for this power transmission project.

"We agree with the movement of the route selection away from the western corridor and the Shasta Valley, as that move was needed to protect timber and scenic values.

"We are now concerned that the latest proposed route will again adversely affect timber and scenic values. The amount of forest taken out of productive use is too great to justify that loss for a project that, in our opinion, could be just as well located elsewhere.

"The placement of the route a mile or so from the existing line is a proposal that has been put forward by many different interests throughout this lengthy planning process, and it seems as reasonable now as it ever was. The arguments about sabotage and air hazards do not seem strong enough to account for the continued avoidance of this solution.

"We urge you to locate the line quite close to the existing one, and thus avoid the controversy that has been generated from the beginning of the scoping for this project."

That was Citizens for Better Forestry.

Now, this is as a private citizen, something I wrote myself, Charles Gagarin. I live in Mount Shasta.

As an environmentalist, I support the forest community, Champion, Roseburg, Santa Fe and others, in their concerns that the present preferred alternative would take highly productive forest lands -- would take highly productive forest lands out of production and permanently out of production. This is a loss not only for the forest companies, but also for society as a whole..

Now, I am an environmentalist. How can I get involved supporting the forest companies? Basically, because land that goes out of production now is always out of production, is going to put pressure on other environmentally sensitive areas. As a society, as a whole, we need this forest land.

Now, if there's going to be a transmission project and a line, we urge that COTP use present aerial photographs that they have taken to produce a line -- to produce a route that links the unproductive forest lands.

In other words, right now, you have done the studies, you have done the research, you have taken the photographs. There are places where there is low timber sites that can be used, lava beds, juniper, that, if you diverted just a lava bed, it won't go through the highly productive forest lands. This is important for environmentalists, the forest companies and society as a

A Comment noted.

B Comment noted.

C Comment noted. See response to L-177 A.

D Comment noted. While forestland cleared for the project right-of-way would be retrievable resource, we agree that a significant amount of productive timberland would be displaced for the life of the COTP. Section 4.8 of Volume 1 of the Draft EIS/EIR further addresses the commitment of forest resources.

E Aerial photography was flown for the COTP in October 1985. These photos were used extensively by COTP staff in developing alternative routes. A dedicated attempt was made to do just as the commentor indicates, to link together as a route lands where impacts to resources were minimized. This linkage is represented by the environmentally superior route, which was subsequently recommended as the Project preferred route. Given engineering constraints, it is not possible to avoid all impacts to productive forestland. See also response to L-128 B.

T-72 (continued), T-73

E whole.
I thank you very much.

MR. PEIDER: Thank you, Mr. Gagarin.
Next Speaker is Richard Oreck, followed by Mary Carpelan.

T73 - RICHARD ORECK:

My name is Richard Oreck. I am a real estate broker in Mount Shasta.

From the beginning, since the project was proposed in Siskiyou County, we regarded it as a threat, without benefits to us, to our populated areas, when the routes were in the western corridor, to our farm and ranch lands in the Shasta Valley and to our timber lands virtually everywhere that the lines were run. At this point, it seems like the main threats are directed towards the timber lands, and so I am going to direct most of my presentation towards that.

A The thing that I think is the most important to look at that has been mentioned several times already is the permanency of removing the timberlands. It's something that, once removed, is never going to be returned, as long as the power lines exist there.

B Charles mentioned the concern about putting pressure on other environmentally sensitive areas by taking productive areas out of production. It probably seems a little unimportant perhaps for -- because this is not a massive amount of timberlands being taken out of production; but, over the years, massive amounts have been in small ways. And this is another relatively small way that it's being taken out of production. I don't think that you can write it off just because it's not a huge amount.

C I don't know if the economic effects of removing the timber from productivity or forest lands from productivity are being assessed in the EIR/EIS. If they aren't, I feel that they should be assessed in relation to the overall economic benefits of the project, since I know that one of the ways that's being looked at is whether it's economically sound or not.

D I feel that the project should do studies on loss of employment in the county or other counties it's going through, through loss of timberlands, as well as the overall effect over a long-term period of the lack of the timber that no longer will be able to be harvested or other uses for those areas.

E The main thing that I think a lot of us feel is, we don't even want to see it anywhere in this area at all, because anywhere it goes, we suffer a loss. Our most desirable request would be that other routes be looked at in a lot less productive areas, meaning further east, and more barren lands. Jim Nile already addressed that.

F If it's going to still be looked at as being run through the general areas that are being looked at now, particularly the preferred route, we have seen indications that you have not adequately evaluated the productivity of the routes you have chosen and there is other routes that could be used that would

A This was an assumption used in our analysis. See Table 3.6-5 of Volume 2A of the Draft EIS/EIR.

B Comment noted. See responses to T-72 E and L-128 B.

C A discussion of the long-term forestry impacts is contained in Volume 2A of the Draft EIS/EIR, Section 3.6.2.1 ("Forestry"), under "Potential Long-Term Impacts". These impacts are quantified in Tables 3.6-9 and 3.8-8.

D Table 3.8-8 of Volume 2A of the Draft EIS/EIR contains estimates of the long-term employment loss resulting from the reduction of timberland.

E Comment noted. See response to T-69 F.

F Comment noted. See response to T-9K.

T-73 (continued), T-74, T-75

F affect -- that would be less productive areas. And we feel that it's important that you completely reevaluate it.
Thank you very much.

MR. FEIDER: Thank you Mr. Gagarin.
Next speaker, Mary Carpelan, followed by Pat Martin.

T74 - MARY CARPELAN:

My name is Mary Carpelan. I represent the Shasta Nation, address, PO Box 1054, Yreka, California.

My main concern is the cultural resource. The cultural resource covered in the EIR/EIS is very vague. I read it three times prior to finding something substantial in it, and only came up with one comment that said, "An archeologist will survey the preferred route."

A When will he survey the route? Will he have a native American monitor on the survey, the site of the survey? Were funds allocated for a native American monitor? What will the percentage of coverage of the route be? Who determines the percentage of coverage? If significant sites are found, what type of mitigation is preferred? If, for some reason, the preferred route is changed, what methods will be used to choose another route?

B There is so much information lacking in the cultural resources segment of the EIR/EIS, such as the data concerning cultural sites at the Castle Creek areas. There are extensive sites up there. And your statistics show that there were none. And these were reported by Shelley Raven last year, almost exactly a year ago. And nothing is in reference to that.

C Since the first draft was so vague, should I expect the final draft to be as vague?
Thank you.

MR. FEIDER: Thank you.
Next speaker is Pat Martin, followed by Laura Fleh.

T75 - PAT MARTIN:

My name is Pat Martin. My address is 12531 Table Rock Road, Montague. I live on Table Rock Ranch.

I would like to commend TANC in their decision to avoid the Shasta Valley route. I appreciate the fact that our -- my concerns and our concerns were listened to.

A Our principal concern, my main concern, was the negative visual impact on the panorama through Shasta Valley that is clearly visible from I-5, and especially visible from our yard and the ranch. We have many school children that visit the ranch every year. And last spring, right when we were in the midst of our protest -- I am also active in the Shasta Valley Citizens Against Transmission Line Easements.

B Anyway, during one of our many field trips, a little girl got off the bus. As soon as she got off the bus, she said, "Oh, it's just like I dreamed it would be." And the kids appreciate

A See responses to L-248 F and L-248 H. The questions of specific mitigation measures for particular cultural resources will be addressed following identification of cultural sites during the COTP work beyond the NEPA and CEQA process in compliance with the Antiquities Act. All areas of potential soil disturbance from construction of the COTP will be surveyed. In general, these areas consist of the right-of-way (approximately 125 to 200 feet) and access roads. Mitigation measures will be determined in consultation with the appropriate land management agencies and Native American organizations. The same methods used to select the preferred route in the Draft EIS/EIR were used to select the preferred route in the Final EIS/EIR. Further changes would also involve consideration of resources, economics, and engineering factors.

B The Castle Creek area is not located in or near any of the study corridors for the COTP, and for that reason was not included in the Draft EIS/EIR. For a discussion of other portions of Shasta traditional territory, see response to L-175 B. Shelley Raven gathered data for the California-Oregon Transmission Project and these data are represented in the Native American Consultation Study Report (Wirth Environmental Services 1986).

C The Castle Creek area is located outside of the transmission line corridor study area and was thus not included in this Final EIS/EIR. Site-specific information is not included in this final document because of the sensitive nature of the Native American heritage sites and the need to maintain site location confidentiality.

A See response to L-175 D.

B It is acknowledged that the presence of a transmission line in the foreground or middleground, as discussed in Section 3.7.2 and 3.7.3 of Volume 2A of the Draft EIS/EIR, could reduce to some observers the quality of a recreation experience in a rural or wilderness setting.

T-75 (continued), T-76

- B** [unspoiled natural beauty. So the site of the transmission line would certainly ruin their wilderness experience.
- Also, there are many other adult classes like the Audubon Society which study wildlife on the ranch and also study birds of prey on the ranch.
- C** [Another point I was very concerned about was that our water comes from underground lava aquifers, and we were concerned that any movement of heavy equipment or blasting could cause us to lose our water.
- D** [And scenery is our greatest asset here in Siskiyou County. The unsightly towers would be -- would certainly leave a scar that even could affect our tourism. We are trying to get tourism going here.
- E** [Another concern of mine was the disturbance of the sacred Shasta Indian grounds on Table Rock.
- F** [So I urge you to locate the route out in the desert somewhere, extremely as far east as you can possibly get. But I do thank you for avoiding Shasta Valley.

MR. PEIDER: Thank you, Mrs. Martin.

Next speaker will be Laura Fleh, followed by Roger Beers.

T76 - JIM FLEH:

That's my wife and she left. I am not very -- I am not prepared to say anything, except, actually I could be very positive --

MR. PEIDER: Please give your name and address.

MR. FLEH: Jim Fleh. I represent Soda Mountain Wilderness Council and also Friends of the Green Springs. My address is Camp Creek, Copco, C-O-P-C-O, Star Route.

Positive notes. That's what I am here for tonight. One, thank you very much for having chosen a preferred line that is outside of the proposed wilderness area and does not affect Friends of the Green Springs.

And secondly, I think maybe the best thing you people have done is having united a few small groups of citizens that have nothing in common except a very major cause. Citizens Against Transmission Line Easements would be one. Friends of the Green Springs did not exist until you people came around. Soda Mountain Wilderness gained a lot of impetus as a result of you. So every cloud has a silver lining. But I am serious. Thank you very much.

- A** [It did seem like you have been responsive. And maybe people are going to throw stones at me when I walk out of here. But I feel you have been responsive to the groups that I represent. And I also think that we have had some citizen involvement in issues. Citizens that disagree on a lot of other issues that have come together against something that they felt was a major issue.

And positive things have happened as a result of that. Friends of the Green Springs now has an educational group they have started. They have a volunteer fire department they have

C See response to T-92 C.

D See response to T-75 B.

E Table Rock is listed as a Shasta sacred site in the Native American Consultation Study Report (Wirth Environmental Services 1986) that Project ethnologists prepared. The N-4A route is about three miles distant from Table Rock and the N-4B route passes about a mile from it. Neither of those route segments has been chosen as part of the Project preferred route. In the event that either were the preferred route, COTP ethnologists would consult with members of the Shasta Tribe regarding the potential impacts on this site, and measures that could be taken to mitigate impacts.

F See response to T-69 F.

A Comment noted.

T-76 (continued), T-77

started as a result of -- what can I say?
Thank you very much.

MR. FEIDER: Next speaker is Roger Beers, followed by Susan Hart.

T77 - ROGER BEERS:

My name is Roger Beers. I am an attorney from San Francisco, and my address there is 380 Hayes Street. I represent Shasta Valley CATTLE, whose address is 3301 Harry Cash Road in Montague, California.

I was retained over a year ago to represent this organization, which was organized, in fact, for the purpose of opposing the siting of this transmission line through the Shasta Valley. The name is chosen to indicate Citizens Against Transmission Line Easement.

The opposition was formed because of the feeling of the people who live here that this is a very special place, that there would be significant impacts on agricultural activities from this transmission line if it were to go through the valley; that the rural character and the character of the communities here would be drastically affected; that wildlife habitats that are yet uncharted by this EIS or other documentation would be affected; and that a unique visual setting would be adversely affected by this transmission line.

An earlier speaker spoke of the panorama that exists here, but I think that the area has an expansion to it that makes you feel, at least on your first arrival here, that you are truly at one of those places that is at the top of the world. And obviously, a transmission line through an area of this character would have a dramatic impact.

They also opposed the siting of the transmission line through Shasta Valley out of decided opinion that there were better alternatives or had to be better alternatives than that route.

They participated vigorously in the process at every stage at which public meetings or hearings were held by your organizations; and they are delighted to see that the Draft Environmental Impact Statement that has just been released selects a route which is at least not the Shasta Valley route or the Butte Valley route that had been considered as alternatives; and that route is selected as the project preferred and superior alternative from an environmental standpoint.

So we are here to affirm our support for a choice that doesn't traverse the Shasta or Butte Valleys, to make clear also that we don't believe there is sufficient information in this Draft Environmental Impact Statement to support any choice of any transmission line or other major facility of that character through the Shasta Valley.

And I think that's important, because a lot of work obviously went into the preparation of this Environmental Impact Statement and, for whatever purpose it may be used in the future, I think it's important that it be understood that, insofar as it

A Comment noted.

B Comment noted.

C Comment noted. See responses to specific comments T-77 G through T-77 O.

T-77 (continued)

C talks about the values in Shasta Valley and the impacts of the transmission line thereon, it deals in a level of generality which we do not believe would withstand the scrutiny of challenge for inadequacy.

D But I want to begin by saying, first of all, that your analysis in the EIS does demonstrate that the eastern route is environmentally superior to the Shasta Valley route, but it also demonstrates that the Shasta Valley route, more fundamentally, is environmentally unacceptable. And you only have to flip through the summary chart, beginning on page 3, the first volume of the FEIS, to find point after point at which values in the Shasta Valley would be significantly impacted to a greater degree than other alternatives.

More significantly, on page 12 of the FEIS, or the Draft EIS, you note that, in respect to the land use impacts, visual impacts and socio-economic impacts, that there are impacts here that cannot be mitigated to less than significant levels. And yet those are precisely the kind of impacts which would hit the Shasta Valley area the hardest if a transmission line were to be built through here.

F The other thing that I think bears emphasis, though, is that, even on top of the analysis that you have in there which indicates that Shasta Valley is an unacceptable area to site a transmission line of this magnitude, I think you have only touched the surface of the information that is available.

G Jim Cook mentioned a number of different things which are merely examples of different wildlife species habitats that have been overlooked in doing this EIS. Indeed, the EIS, in its analysis of wildlife habitats, as I mentioned, deals with them at a level of generality which we believe is insufficient for purposes of any kind of detailed analysis of the impacts of the transmission line on this particular area.

H Were the issue of a transmission line through Shasta Valley to be pressed further, we would believe that field studies done so far, at least insofar as they are exhibited in this Draft EIS, have been inadequate. And, obviously, the real work of any analysis in an EIS is not fly-overs or computerized analyses or literature searches; but on-the-ground studies, where needed, of the actual habitats, populations and impacts thereon. And that seems decidedly lacking in this EIS with respect to Shasta Valley.

I There are a variety of other concerns that are not adequately addressed in the EIS with respect to Shasta Valley and the impact of a transmission line. They include the impact on property values and values of community in this area.

J They include the visual impacts considered from not only a short view, but also a long view, which is typical of many points along the Shasta Valley.

K They include the impacts upon farming on slopes where the farming on dry land -- dry land farming would be greatly more impacted than in other respects. And they also include fundamentally the impact on the rural community values here with a transmission line of this character.

L There are other defects that we believe exist in the

D Comment noted.

E Comment noted. We disagree with your conclusion in that we believe the alternative to be a feasible, although less desirable, option for the COTP.

F See responses to specific comments below.

G See responses to L-203 B, L-306 U, and L-325 L.

H See responses to L-203 B, L-306 U, and L-325 L.

I See responses to L-184 A and T-82 C. See also Section 1.2.3 of Volume 1 of this document for an expanded discussion on social impacts of the proposed action.

J See response to L-175 D.

K See response to L-353 E.

L The statement may refer either to values in a social sense or in an economic sense. Social values are difficult to quantify and compare between communities. Impacts to a community's quality of life have been quantified and analyzed to the extent possible. This discussion is found in the Draft EIS/EIR, Volume 2A, Section 3.8.2.5. Values in an economic sense (i.e., property value) are addressed in the Draft EIS/EIR, Volume 2A, Section 3.8.2.4, and further discussed in the responses to L-184 A and T-82 C.

T-77 (continued), T-78

process so far that presumably have been rendered moot by your choice, at least in a preliminary fashion, of the easternmost route as the project preferred route and environmentally superior route.

M [They include the fact that the analysis of alternatives was really confined to a fairly narrow band of alternatives within Northern California; and that only approximately a page and a half, beginning on page 2.5-7, is devoted to consider a variety of other alternatives, which, in fact, at this very minute are being studied in lengthy studies by other agencies. But that now becomes beside the point to us, assuming that the transmission routing is not through the Shasta Valley.

N [We also have had some difficulties along the way with the procedures that have been employed. We have had difficulty getting information that allowed us to participate meaningfully in the process; and we have had difficulty getting the information that we provided accepted and included within the documentation that was sent out. And still, the Draft EIS reflects any number of examples where they're really is concrete information available and it's been previously provided, but that has yet to be included in the EIS.

O [But, as I mentioned, these defects, we hope and trust, have been rendered moot by a choice other than the Shasta Valley route.

P [I want to conclude by simply saying that, in our opinion, the information that's in the Draft EIS is not sufficient to support a Shasta Valley route; and it's for that reason that we affirm here our support for a route selection other than Shasta Valley.

Q [Thank you.

MR. PEIDER: Thank you, Mr. Beers.

Next speaker is Susan Hart, followed by Mr. Sumner.

T78 - SUSAN HART:

Good evening. I am Susan Hart, representing Hart Cattle Company of Little Shasta, California, where the address is 3301 Harry Cash Road, Montague, California.

We are members of Shasta Valley Citizens Against Transmission Line Easement.

I appreciate this opportunity to comment on the Draft EIS/EIR for the California-Oregon Transmission Project. It is unfortunate, however, that this hearing coincides with an important meeting for Shasta Valley residents being conducted at this very time in Mount Shasta, the scoping meeting on the Mount Shasta Ski Area environmental impact study.

A [I will confine my general comments to the northern section Alternative A. I will submit detailed comments to the project once I receive the quadrangle maps promised me by the project director early in the month of December.

I commend the project for not having selected Project Alternative A for the project preferred alternative. With a bit more research, the undesirability of Alternative A would simply

M See response to L-307 C.

N The referenced section of the Draft EIS/EIR addresses one of numerous alternatives to the COTP and discusses the reliability of placing the COTP adjacent to the existing AC Intertie and the concerns about reliability within the WSCC regarding the potential for a three-line outage. The reliability requirements for the COTP do not allow a simultaneous outage to occur of all three lines because of the widespread effects to the entire western portion of the United States. The sections preceding and following this page include underground, non-transmission, and the no-action alternatives. See also Section 10 of Appendix B, Volume 3A, in the Draft EIS/EIR and responses to L-306 BB and L-306 CC.

O Comment noted. We have endeavored to include summaries or references to most information we have received. Some information, or information at a certain level of detail, was excluded in the interests of controlling the size of the document.

P See responses to T-77 E and L-203 B.

Q Your support for a route selection other than the Shasta Valley route is noted.

A The quadrangle maps were sent to the commentor on January 13, 1987.

T-78 (continued), T-79

become more obvious.

As the project has recognized, the route provides a wealth of biological habitat, timber resource, recreation potential and visual and esthetic character, which the community and visitors ought to enjoy.

For future record, I will point out several facts regarding Alternative A.

Map 4-3A, Biological Resources. Though the project has recognized sensitive raptor, crane and heron nesting areas, the addition of their flyways would be pertinent to the study. There are known bald eagle use areas, particularly along sections N-4A and N-4G, which does not appear on the map. Section N-4G is an important flyway of Canadian snow geese and should appear on the map, as well.

Map 42A, Land Status and Visual Resources. The Deer Mountain Recreation is indicated, but with no mention of the Deer Mountain Vista Point used by many visitors. This vista provides a spectacular panorama of Mount Shasta uniquely viewed from the north. The view includes one of California's most beautiful and, to date, pristine valley floors.

Project Section N-4G. Surprise Lake, Section 26, is a popular summer retreat. Hikers enjoy the many Alpine vistas and meadows. Again, located on project section N-4G.

More specific detailing of land use on private lands would be extremely helpful when evaluating Alternative A, particularly in view of the large percentage of private land impact along this route.

It is too easy to reduce the apparent cost of private land impact with generalized tables and statistics. As an example, Table 3.6.22, Land Status, N-4G, the whaleback corridor, which is listed with a length of 11.3 miles, of which 3.02 miles is listed as crossing agricultural preserve lands, and thereby afforded a low priority impact classification.

What is on that agricultural preserve land? 3.02 miles of prime timber. This, combined with the additional 2.6 miles of timber protection lands, which are private, changes the private cost impact tremendously and accounts for 50 percent of the corridor lane. The percentage of private property impact along Alternative A is simply unacceptable. Pardon me.

In conclusion, I compliment the project for not having selected Alternative A. I would like the following comment placed verbatim into the response record:

Hart Cattle Company is adamantly opposed to any route selection through the Shasta Valley Butte Creek drainage.

Thank you all for coming and thank you for this opportunity to respond.

MR. PEIDER: Thank you, Ms. Hart.

Next speaker is Mr. Sumner, followed by Betsy Treman.

T79 - DICK SUMNER:

My name is Dick Sumner, 106 Oberlin Road, Yreka, California.

B See responses to L-325 I and L-325 L. The information regarding raptors and the Snow Goose Flyway is noted.

C Although not mentioned by name, this vista point was included in the visibility mapping and incorporated in the visual analysis in the Draft EIS/EIR.

D We have added a reference to Surprise Lake to the recreation resources listed in Table 3.6-14 in Volume 2A of the Draft EIS/EIR. See Section 1.2.3 of Volume 1 of the Final EIS/EIR.

E A detailed analysis of land use, including private land, along Alternative A is included in the Draft EIS/EIR, Volume 2A, Sections 3.6.2 through 3.6.4.

F Comment noted.

G Our information shows that the referenced 3.02 miles of agricultural preserve land is currently being used as rangeland, and not for timber production. Your statement on the unacceptability of the total private property impact along N-4G is noted.

T-79 (continued), T-80, T-81

I decided, after hearing some of these comments, to forego my 25 minute disclosure to you, and I would like to have the following comments verbatim in the response record:

That I am adamantly opposed to any power line routing through the Shasta Valley or the Butte Creek watershed. My reasons and concerns have been said in writing to the people concerned.

Thank you.

MR. FEIDER: Thank you, Mr. sumner.

Next speaker is Betsy Treman, followed by Ron Berryman.

T80 - BETSY TREMAN:

I would like to comment that I am opposed --

MR. FEIDER: Could you give us your name and address please?

MS. TREMAN: Oh, sorry. My name is Betsy Treman. My address is Route 1, -- no. Sorry. 4217 Highway A-12, Montague, I am opposed to a power line going through Siskiyou County whatsoever. I think the people in the Nevada would benefit better.

Thank you. I will write a comment and send it in.

MR. FEIDER: Thank you.

Next speaker is Ron Berryman.

T81 - RON BERRYMAN:

My name is Ron Berryman. I am Area Forester for Champion International Corporation

After receiving the Draft EIS/EIR of this project, my first comment is that sheer volume of material nearly caused me to reconsider whether or not I wanted to wade through the documents at all.

After putting off this task for some time, I finally tackled the project to find my worst fears were certainly confirmed. I definitely feel that readability, which is the basis of written communication, is lacking here. A summary volume of perhaps 40 pages or less which directs the reader to specific volumes for more detailed information would be desirable. To be forced into trudging through a 17-pound stack of written material is a task few people relish, especially during the Christmas holidays.

Any document this size is bound to have errors, but most of the problems I found were errors of omission. The mapping sections, at first glance, are beautifully reproduced and easy to read, but in field checking them, several glaring errors became apparent.

The mapping process was to delineate 40 acre minimums. This means any designated feature of at least 40 acres in size must be shown on the map. In checking their map against field information, I found several instances where features in the 200-acre range were overlooked. In one instance, in Volume 4A, a

Your opposition to siting the proposed transmission line through the Shasta Valley or the Butte Creek watershed is noted. The Project preferred route does not cross either of these areas.

Your opposition to siting the proposed transmission line through Siskiyou County is noted. The preferred route does cross the southeastern corner of the Siskiyou County. Reasons why Nevada is not under consideration are discussed in the Draft EIS/EIR, Volume 1, Section 2.5, page 2.5-5 and in Volume 2A, page 2.4-4. See also response to T-69 F.

Your comment is noted. The Draft EIS/EIR does provide a thirty-page summary at the beginning of Volume 1. Volume 1 also refers the reader to the appropriate appendix volumes for more detailed information.

Comment noted.

T-81 (continued)

- B** north-south trending lava flow, which is unproductive land that could appropriately be used for power line purposes, is mapped as mixed conifer forest. The only forest there is a scrubby collection of 300 year old bonsai trees that have little or no commercial value, and certainly no long-term potential as timberland.
- C** Another instance omits the geologic fault North of Kluntuchi Butte that appeared abruptly in August of 1980. This event was the result of a 4.5 earthquake that involved massive ground rupturing and earth shaking so strong the tops of trees less than 80 feet tall were snapped off. Top-heavy metal towers would perform poorly along this heavily studied fault, but there is no indication of it in your maps.
- D** I could go on at length about the myriad of details that fail to appear in the mapping, but I would like to spend a minute on a subject that has deeply disturbed me.
- E** Earlier in 1986 I was asked by TANK subcontractors for permission to enter Champion's property for the purpose of surveying and placing aerial photo targets. At this time, our feeling was that TANC was a like a steamroller with a life of its own. We felt our requests to consider productive timberland as a valuable commodity were falling on deaf ears, so we denied their permission to enter, based on the assumption that perhaps our denial would initiate some further interest in our concerns. Our denial was in written form and stated specifically that they were not welcome on our property for surveying or any other purposes. Within two weeks, I had found two separate instances of trespass and found several more through the course of the summer.
- F** I immediately called the TANC representative to complain and received their sincere apologies, along with their assurance this would not happen again. In the same conversation, TANC offered to return to the area and remove all their aerial photo panels. I immediately denied their permission by phone, telling them I wanted to keep my denial to enter in effect and that I would remove them myself. Upon returning to the area a few days later, I found the photo panels removed against my instructions. This would be a second trespass.
- G** This, by the way, is not an isolated instance. Nearly every major timber owner I contacted in Northern California has experienced the same trespass problems I encountered last year, and some to a greater degree.
- H** The reason I bring up a problem apparently unrelated to the EIS at this time is because of the explanation they used to excuse their actions. According to the TANC people, there were breakdowns of communications at several levels.
- I** I can only speculate on how these breakdowns will affect crews working in environmentally sensitive areas. Will the mitigating measures concerning equipment exclusions near streams and highly erosive soils be miscommunicated? Or will it be in areas of sensitive cultural resources, such as Indian sacred areas or burial grounds?
- My original analogy of TANC as a steamroller with a life of its own takes on new meaning in encounters such as these.
- C** According to Abel Jasso of the USDA Forest Service (USFS), there are no Forest Service records of seismic activity in the Kluntuchi Butte area for August 1980. However, there was seismic activity recorded in the area in 1978, which has been added to a revised Affected Environment map presented in Volume 1, Section 1.1.3.
- D** Because of the inherent flexibility of the conductor/insulator support system, a transmission line is not susceptible to damage from usual earth movements during an earthquake. However, an earthquake could seriously affect a transmission line if a ground rupture occurred right below a tower causing movement of the individual tower footings.
- E** See responses to T-81 C and T-81 D.
- F** The panels were placed on roads identified as Forest Service roads on maps provided by the Forest Service. The Forest Service required all panels to be removed, and these panels were removed according to their instructions. This incident was explained satisfactorily to the timber companies during negotiations to obtain permissions to conduct surveys on timber company property.
- G** See response to T-81 F.
- H** See response to T-81 F.
- I** Mitigation measures for the COTP will be written into the construction contracts, and a comprehensive Compliance Monitoring Plan will be developed and implemented as required by NEPA Section 1505.2(c).

T-81 (continued), T-82

The last point I would like to consider involves the need for this project. TANC has gone to great lengths in their document to show why California needs to cut a swath through our counties to provide power for Southern California. Again, the errors of omission surface upon further research.

In Volume 1, they state, "The Northwest region is likely to have substantial surplus capacity and energy until the mid 1990s or beyond." In reading through the Bonneville Power Administration EIS, which is a separate document I received from the people up in Bonneville, the BPA states:

"From now through around 1992, BPA and Pacific Northwest utilities will have a substantial but declining surplus of power. By 1997, it is anticipated that the firm surplus will have disappeared."

What this means is that six years after the proposed project goes on line, the supplier will run out of power to sell them.

One only has to examine how power rates are determined to find out why utilities would consider an obviously bad investment such as a power line with a 40-year projected life that runs out of power in six years. The investor-owned utilities are guaranteed by the PUC after they go on line to charge a rate which accounts for a normal return on investment. Most normal returns have been averaging 15 to 16 percent.

With this guarantee in place, the power company is can invest huge sums of money in a short-lived project and be guaranteed success by charging rate-payers for their shortsightedness.

In the 1970s, the Washington Public Power Service, appropriately named WHOOPS, pulled this same stunt and left bondholders holding an empty bag. Let's be sure that California learns from their mistake and cancels this project before the steamroller crushes us all.

Thank you.

MR. PEIDER: Thank you, Mr. Berryman.
The next speaker is Dale Kuck.

T82 - DALE KUCK:

My name is Dale Kuck. I am speaking for Siskiyou County Cattlemen's Association. I presently reside at 10201 Willowcreek Road, Montague, California.

A year ago, the Siskiyou County Cattlemen's Association made a resolution against the power line being in this area. At this time, I would like to read this resolution again. It goes:

"WHEREAS, most of the land this line will go through has been in some families for over 100 years. These families have worked hard to keep the land and streams in their natural state.

J See response to T-67 B.

K For a discussion of the long-term benefits of the COTP, see response to L-3 T. For how those benefits will be allocated in rates, see response to T-126 A.

T-82 (continued)

A ["WHEREAS, if the 125 to 200 foot towers are not bad enough, add in the 200-foot swath that they need that will take out of production valuable farm, timber and range land. In these economic times, ranches need every square foot of productive ground. It will also destroy much valuable wildlife habitat.

B ["WHEREAS, many people are buying property in Siskiyou County so they can get away from the big city environment. This line will only have an adverse effect on the property values of Siskiyou County landowners.

C ["WHEREAS, there is a eastern corridor already in use that has been endorsed by the Forest Service, the Board of Supervisors and most county and private agencies.

D ["THEREFORE, BE IT RESOLVED, that Siskiyou County Cattleman's Association seek to have the California-Oregon Transmission Project go down the existing eastern corridor and not through either Shasta Valley or Butte Valley."

And we certainly applaud your decision to go down the eastern corridor. Thank you very much.

MR. FEIDER: That completes the list of people that signed up to speak. If anyone else would care to make any comments here this evening, I will offer you the opportunity in a minute.

We will, prior to close, ask each person who has prepared written comments in advance to bring their comments forward. The reporter will, with assistance, record the name and address of the commenter. The written commenter will be identified as part of the record.

If you did not already prepare a written comment, you can fill out a comment form and leave it. It will be entered in the record at a convenient time. As an alternative, you can mail it to us before the end of the comment period.

We sincerely appreciate your thoughtful comments. TANC and Western representatives will review all the comments, both oral and written, received here or that are in the mail before the end of the comment period. The comment period ends on February 3d, 1987.

As we said before, our responses will be prepared for inclusion in the Final Environmental Impact Statement/Environmental Impact Report. We expect the lead agencies should be in a position to determine that the final environmental document is complete sometime in July of 1987. The agencies may then decide whether to carry out the proposed projects.

Should you later think of a comment, please do not hesitate to write us at the address noted on the forms. The environmental

A Comment noted. See response to T-86 A.

B In some areas, wildlife habitat will be eliminated at tower sites and along access roads. Clearing will be required beneath lines in forested and wooded areas. This will modify the habitat for some species, but others will be favored. No clearing will be required in grasslands and shrublands.

C The proposed transmission line has the potential of affecting property values in three primary ways: 1) the effect on the value of land over which the line passes; 2) the effect on neighboring parcels of land; and 3) the effect upon property taxes collected by the county. As stated in the Draft EIS/EIR, Volume 2A, Section 3.8.2.4, the value of the encumbrance resulting from the transmission line easement will be established by appraisal and negotiation. Property owners will thus be compensated for the value of the land over which the line passes.

Regarding the effect on neighboring properties, this question has been the subject of academic, real estate, and utility research for more than two decades. As stated in Section 3.8.2.4 cited above, the results of the research are inconclusive. Most studies conclude that property values near the right-of-way were not appreciably affected by the presence of a transmission line.

Mountain West Research prepared for BPA a comprehensive literature review on property value effects of transmission lines. Five of 27 studies reviewed concluded that there was an adverse effect, seven concluded no significant adverse effect, five concluded no effect on neighboring property values, and ten were inconclusive or internally contradictory (Mountain West Research, Inc. 1982. Electrical Transmission Line Effects on Land Values: A Critical Review of the Literature.)

With regard to county property taxes, county tax assessors have rarely responded to right-of-way easement acquisition by reducing the assessed value of the property in question (U. S. Department of the Interior, Bonneville Power Administration, 1977. The Role of the Bonneville Power Administration in the Pacific Northwest Power Supply System. Appendix B: BPA Power Transmission.).

From research to date, lines do not seem to have a major impact on property values other than the property it directly crosses. The loss in property value to those landowners will be compensated through the easement acquisition process.

D Comment noted. The preferred route is in the eastern corridor and avoids the Shasta and Butte Valleys.

T-82 (continued), T-83

documents are available for your study and review at local libraries; and you can ask for more information by contacting the environmental coordinator, whose address is shown on the form.

Copies of today's transcripts will be available to anyone who wants a copy, upon payment of the required fee to the stenographic reporter. Copies of the transcript and record of the complete public process will be available for review in the offices of Western and TANC in Sacramento, California.

Thank you again for coming. We will conclude the hearing by entering into the record any comment forms which remain. Some members of the lead agency staff and consultants are staying after the close of the hearing to answer any informal questions from you regarding the Draft EIS/EIR.

Is there anyone else who wishes to make oral comment before we close the hearing? Yes, sir.

T83 - PETER BASUSTIN:

My name is Peter Basustin. I live at 301 Ackley Avenue, Mount Shasta. I am representing myself.

I work for the U.S. Forest Service in McCloud, although, as I say, I am representing myself. And I know that eastern route that is being -- that is the preferred alternative, I think, as well as anyone.

And although I haven't heard anyone speak tonight who is wanting a power line here, everyone seems to think that they are happy with an eastern route or any other route, as long as it's someone else's problem. That's one of the reasons that this eastern route seems to be one that is falling into place.

In some ways, I believe that some of the other alternatives that were proposed were, in some way, a decoy; and that the ultimate plan was to put an eastern route, to begin with.

I have heard a lot of the forest land planners talk about the unproductive lands or the people talk about the desert lands in the eastern route. And I would like to speak out about some of the lands I know very well between the State Highway 139 and Highway 89. I would like to point out the lands have other values, other than -- other than for timber.

The lands between this area are unique forest ecosystems. "Unique forest ecosystem" is a term lots of people kick around very easily, but it's not like so much of the other lands that we have. It's an area of very recent volcanism. Lava beds with 500 year old pines four feet in diameter; sugar pines growing out of virtually pure rock. It's not a kind of system that we are going to see anywhere else. We have virgin cinder combs, lava tube caves, very similar to the lava beds in the National Monument, but completely undeveloped.

I think that we are overlooking the fact that the preferred alternative is running right past the burnt lava flow, virgin area, which is a 900-acre virgin lava flow. This preferred alternative runs across the giant lava crater flow, longest lava tube cave in the world.

Many of these points are raised in the EIS initially in the affected environment, but somehow they are lost in the

A There were no predetermined routes at the beginning of route investigations for the California-Oregon Transmission Project. COTP has followed established planning processes to develop environmentally and economically feasible transmission line route alternatives, to evaluate their merits and demerits, and to select a preferred route.

B The preferred route does not cross the Burnt Lava Flow Virgin Area, but does skirt the edge of it.

T-83 (continued)

- B | environmental consequences. I think that most of the values of this remarkable area could be lost under the preferred alternative.
- C | One of the proposals is to minimize the separation between the existing line and proposed line and, if this were to be undertaken, much of the value of these lands could be preserved. This possibility is being rejected now by TANC because of, to me, a very nebulous set of reasons for remote possibilities: What if a plane crashes? What if there is some other catastrophe that will knock all of these types of utilities out?
- D | Well, however remote that may be, we can't deny that it exists. However, the citizens of Siskiyou County and Northern California are asked to make a sacrifice in siting this project here. And I think that, if we are to make this sort of compromise in siting, I think that the power companies, people of Southern California, can accept a compromise on their own, as far as accepting some degree of risk in the possibility of power outages. We all have to give up something, from that point of view.
- I think that the project should compromise in siting this in the existing corridor in spite of that risk; or I think that later on, they are going to face some very uncompromising opponents.
- Thank you.

C See response to L-177 A.

D See response to L-177 A.

1 REPORTER'S CERTIFICATE

2 STATE OF CALIFORNIA)
3)
4 COUNTY OF SACRAMENTO)

5 I, JAN L. BENEDETTI, certify that I am a Certified
6 Shorthand Reporter for the State of California and that I
7 reported verbatim in shorthand writing the foregoing
8 proceedings; that I thereafter caused my shorthand writing
9 to be reduced to typewriting, and the pages numbered 1
10 through 56 inclusive, constitute a full, true, and correct
11 record of said proceedings.

12 AGENCY: Transmission Agency of Northern California
13 and
14 Western Area Power Administration

15 CAUSE: Public Hearing on Draft EIR/EIS re:
16 California-Oregon Transmission Project;
17 Los Banos-Gates Transmission Project;
18 Transmission System Reinforcement Facilities.

19 DATE: January 6, 1987

20 IN WITNESS WHEREOF, I have subscribed this certificate
21 in Sacramento, California on this 12th day of January, 1987.

22 Jan L. Benedetti
23 Jan L. Benedetti
24 CSR No. 4643
25

REGISTER TO PRESENT COMMENTS VERBALLY

NAME, AFFILIATION	ADDRESS, PHONE NO.
1. James C Cook	13217 Sike Rd 1905-55-2301
2. JIM NILE	825 W. REAM AVE
3. LOU PRICE MELO	408 E. ALMA MT. SHASTA
4. DUDLEY ZOLLER	GREEN HILL GARDEN
5. Charles Gagein	1334 Vista Dr. MT. Shasta
6. Richard Dreck	432 N MT Shasta Rd.
7. Mary Carpenter	PO BOX 1034 Yuba City, CA 95912
8. Yait Marlon	18531 Table Rock Rd. 1-1-1981
9. LITA FLEH	1812 Camp Creek Herndon 91 989
10. Roger Beers	43334 380 Kings. Ave. 2
11. LITA MELO	2821 NW 14th St
12. JIM O'NE CO.	NADARAT 24 Grand
13. JIM SUMNER	106 C. C. R. Rd. Yuba City
14. LITA MELO	4327 Hwy 100, Yuba City
15. LITA MELO	11515 1st St
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REGISTER TO PRESENT COMMENTS VERBALLY

	<u>NAME, AFFILIATION</u>	<u>ADDRESS, PHONE NO.</u>
1.	<u>Paul Berryman</u>	<u>P.O. Drawer D. M. S. 1003</u>
2.	<u>Chapman</u>	<u>866 864-2121</u>
3.		
4.		
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13.		

REGISTER TO PRESENT COMMENTS VERBALLY

	<u>NAME, AFFILIATION</u>	<u>ADDRESS, PHONE NO.</u>
1.	Dale Kuck 518 Kyaz County, California Assoc.	1030 W. 10th St. K.C.
2.		
3.		
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T-84

COOPERATIVE EXTENSION
UNIVERSITY OF CALIFORNIA
SISKIYOU COUNTY

1455 South Main Street
YREKA, CALIFORNIA 96097

Telephone:
916 848 2711


January 6, 1987

TO WHOM IT MAY CONCERN:

A [Considering the importance of agriculture to Siskiyou County and the difficult financial conditions falling area farmers, COTP is commended for not placing further hardships on these groups by avoiding Shasta and Butte Valleys as transmission line corridors.

A Comment noted.


Roger W. Benton
County Director/Farm Advisor


Daniel J. Dyke
Livestock Farm Advisor

T-85

Citizens for Better Forestry

3 BOX 1510
HAYFORK, CA. 96041
(916) 623-5004

PO BOX 860
MT SHASTA, CA 96067
(916) 926-3955

JAN 4TH 1986

COMMENTS REGARDING LOCATION OF TRANSMISSION LINE FOR HEARING 1/6/87

As a citizens' group concerned with the promotion of the wise use of forest resources and forest planning, we would like to submit the following comments to the lead agencies in charge of preparing the EIS/EIR for this power transmission project.

A [We agree with the movement of the route selection away from the western corridor and the Shasta Valley as that move was needed to protect timber and scenic values. We are now concerned that the latest proposed route will **again** adversely affect timber and scenic values. The amount of forest taken out of productive use is too great to justify that loss for a project that could, in our opinion, be *just as well be located elsewhere*. The placement of the route a mile or so from the existing line is a proposal that has been put forward by many different interests throughout this lengthy planning process, and it seems as reasonable now as it ever was. The arguments about sabotage and air hazards do not seem strong enough to account for the continued avoidance of this solution.

We urge you to locate the line quite close to the existing one and thus avoid the controversy that has been generated from the beginning of the scoping for this project.

Sincerely,



Margaret Draper
Coordinator, Shasta Side

926-2829

Vista Dr.
Mt. Shasta, Ca
96067

A See response to L-177 A.



SISKIYOU COUNTY CATTLEMEN'S ASSOCIATION

Branch of
CALIFORNIA CATTLEMEN'S ASSOCIATION

1655 SOUTH MAIN STREET — YREKA, CALIFORNIA 96097



RESOLUTION IN OPPOSITION OF POWER TRANSMISSION LINE

WHEREAS, most of the land this line will go through has been in some families for over one hundred years. These families have worked hard to keep the land and streams in their natural state.

A [WHEREAS, if the 125 to 200 foot towers are not bad enough, add in the 200 foot swath they need that will take out of production valuable farm, timber and range land. In these economic times ranches need every square foot of productive ground. It will also destroy much valuable wildlife habitat.

C [WHEREAS, many people are buying property in Siskiyou County so they can get away from the big city environment. This line will only have an adverse impact on the property values of Siskiyou County land owners.

D [WHEREAS, there is an eastern corridor already in use and has been endorsed by the Forest Service, Board of Supervisors and most county and private agencies.

THEREFORE, BE IT RESOLVED, that the Siskiyou County Cattlemen's Association seek to have the California - Oregon Transmission project go down the existing eastern corridor and not through either Shasta or Butte Valley.

Dale Kuck

Dale Kuck
President

A Many transmission lines have been located across farmland. Experience has shown that many normal farming and ranching activities continue to take place within a transmission line right-of-way. The only ground actually removed from farmland production are the individual tower footing locations.

Trees can grow to heights that will interfere with the transmission line conductors, and those trees will be removed from the right of way. Commercial timber management activities for these kind of trees are therefore limited on transmission line rights of way. However, certain commercial activities, such as Christmas tree activities, can take place. Section 3.6 of Volume 2A of the Draft EIS/EIR further addresses potential impacts.

B See response to T-82 B.

C Comment noted. See responses to L-184 A and T-82 C.

D Your opposition to siting the proposed transmission line through the Shasta and Butte Valleys and support for siting in the eastern corridor is noted.

1/6/87

Robert Allen P. Mgr.
Calif. Div. Transmission Project
Dear Sir:—

I was under the impression that we had won our point — that the Desert Line should never invade our valley — for so many reasons already stated many times.

The Eastern Corridor now has the ugly structure as more women have many little visual effect, or impact. This Desert Line would ruin our natural beautiful valley and much choice farm land, etc.

We do not, let me repeat, we do not want this invasion, and we do not feel that it is at all necessary to even consider this route when the Eastern Corridor is the obvious one available route.

Sincerely

Walter W. John Ray
5434 Kinner Street
Reno
Montague, Ca.

A

Potential impacts to visual and agricultural resources are discussed in Sections 3.7 and 3.6, respectively, of Volume 2A of the Draft EIS/EIR.

B

Your opposition to siting the proposed transmission line through the Shasta Valley and support for siting in the eastern corridor is noted.

T-88

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

President Reagan's 1987-1988 Budget proposal

includes a recommendation that the Bonneville

Power Administration be sold to private investors.

what impact will this transfer of a publicly

controlled utility to private, profit oriented,

business have on any potential savings?

Hearing Date: Jan 6, 1987

Location: YREKA CA

Name/Address: John A. LIPSKI

5403 Frisbee Rd, Manteca CA 95264

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

A

The possible terms and conditions of any sale of BPA are not sufficiently known or quantifiable to allow analysis. Congress has recently disallowed funding for any federally sponsored study of the sale of BPA and other federal power marketing agencies.

T-89

THE HEARST CORPORATION
WYNTON TREE FARM
200 HEARST BUILDING
SAN FRANCISCO, CALIFORNIA 94103

December 27, 1986

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, Calif. 95866

Gentlemen;

The Hearst Corporation owns and manages approximately 61,000 acres of some of the finest timber lands in Siskiyou and Shasta counties. The proposed 800 KV transmission line passes through approximately seven of our timber producing sections. We are opposed to it as long as it goes through forested properties, regardless of ownership. We feel the transmission line should go through the most eastern corridor which is not being addressed in this draft EIR.

We feel the cost effectiveness of the project has not been sufficiently demonstrated. Your analysis shows consumer power costs will go down as a result of this line when in fact BPA power went up 400% in the last two years. California already has 20,000 MW from "alternate power sources" (small hydro, etc.) either in operation, planned for, or in signed contracts. This represents approximately 1/3 demand for the entire state. California power demand is growing at the rate of 2% per year and we currently have enough power to satisfy needs until the year 2000. The present 500 KV transmission line is operating at only 20% of its capacity and could easily be increased by 30% more. Also, there are other power projects which will serve the same customers more adequately such as the Trans-Sierra and Sierra Pacific Coal projects. We believe T.A.N.C. should show an updated economic justification for the entire project.

We are managing these lands in perpetuity under the sustained yield principle of only harvesting the growth that these stands produce. Therefore, if you delete prime timberland you reduce the economic benefits to all. In stripping the forest for a 200 foot wide transmission line, approximately 24 acres per section are taken out of production forever. As is the case with most transmission lines the tall danger trees outside the 200 foot right-of-way must be felled now and in the future. All the

A See response to T-69 F.

B See response to T-69 D.

C The completed, and proposed cogeneration, small hydroelectric and other "Qualifying Facilities" ("alternate power sources") under contract or anticipated by the California utilities as indicated in resource plans filed with the California Energy Commission are included in the resources expected to be available with the completion of the COTP. The forecasts of demand for the California utilities which are included in the analysis shows a need for new resources in advance of the year 2000. In its 1986 Electricity Report the CEC acknowledges that some of the publicly owned utilities who are participants in the COTP could economically use new capacity in the early 1990's.

The Trans-Sierra transmission line and delivery of power over that transmission line to California utilities was specifically addressed as an alternative to the COTP on pages 102 and 103 of Appendix B to Volume 3A of the Draft EIS/EIR. That analysis found the COTP substantially economically superior to the Trans-Sierra line. See responses to L-278 C, L-306 Z2, and T-109 B.

D See response to T-89 C.

E See response to T-89 C.

T-89 (continued)

F See response to T-89 C.

G Comment noted. These impacts were considered in Sections 3.1.4 and 4.1.4 of Volume 1 of the Draft EIS/EIR and Section 3.4 of the Phase III Report in Volume 2A of the Draft EIS/EIR.

H See response to T-89 I.

T-89 (continued)

H forest growth which is outside the 200 foot right-of-way and is tall enough to pose a danger to the "new line" will be cut down and kept down forever. So we are talking of many additional acres of forest growth (including tall trees) which will be kept from full or meaningful production.

This, at a time when a United States Forest Service study projects timber demands in the year 2030 to be 7.1 billion cubic feet over the available supply. Gentlemen, we need more productive forest lands rather than less.

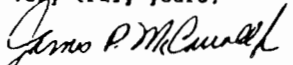
J These acres as I've said before are some of the finest. They are site 2 lands or better and are, for the most part, fully forested. It may not seem much but when you consider the total economic hardship to the land owners who own over 2 million prime forested acres through which the proposed line passes and the loss of economic benefits to the people of Shasta and Siskiyou Counties, it does amount to a great deal.

K It is the position of the State Board of Forestry, Supervisors of the County of Siskiyou and the affected forest land owners, that the proposed transmission line be placed in a most eastern corridor available through unproductive rock and juniper land. As in the case of other "forest land owners" we stand in opposition of this line construction.

L However, if the new line is "forced" upon us we feel that the "line location", if moved 1 - 2 miles southeast of the present COTP's preferred Grizzly Peak route, as shown on the attached map, the right-of-way would cross approximately 25 acres of lower productive Hearst land, instead of 160 - 180 acres of high site Hearst land. The line would also cross over United States Forest Service (public) land almost all the way from its intersection of N-7 ALT 2 line in N1/2 Sec. 16, T39NR1E to its intersection of the N-7 ALT 1 from Grizzly Peak at a point approximately 1 1/2 miles south of Grizzly Peak. We believe the Hearst Preferred Route would have easier construction, better tower sites and will be primarily on public land.

M If the Hearst Preferred Route as discussed above is not feasible, then COTO's Grizzly Peak Optional (N7H2) Route would be more favorable to us than COTP's Preferred Route to Grizzly Peak. Thank you for the opportunity to comment on the draft report.

Very truly yours,



James P. McCarroll, Jr.
Woodlands Manager
Wynton Tree Farm, Hearst Corporation

I It is true that in some cases it will be necessary to remove some tall trees outside the right of way that may pose a danger to the transmission line. The need for removal of these trees will be judged on an individual basis; only trees that are diseased or are in danger of falling onto the conductors will need to be removed.

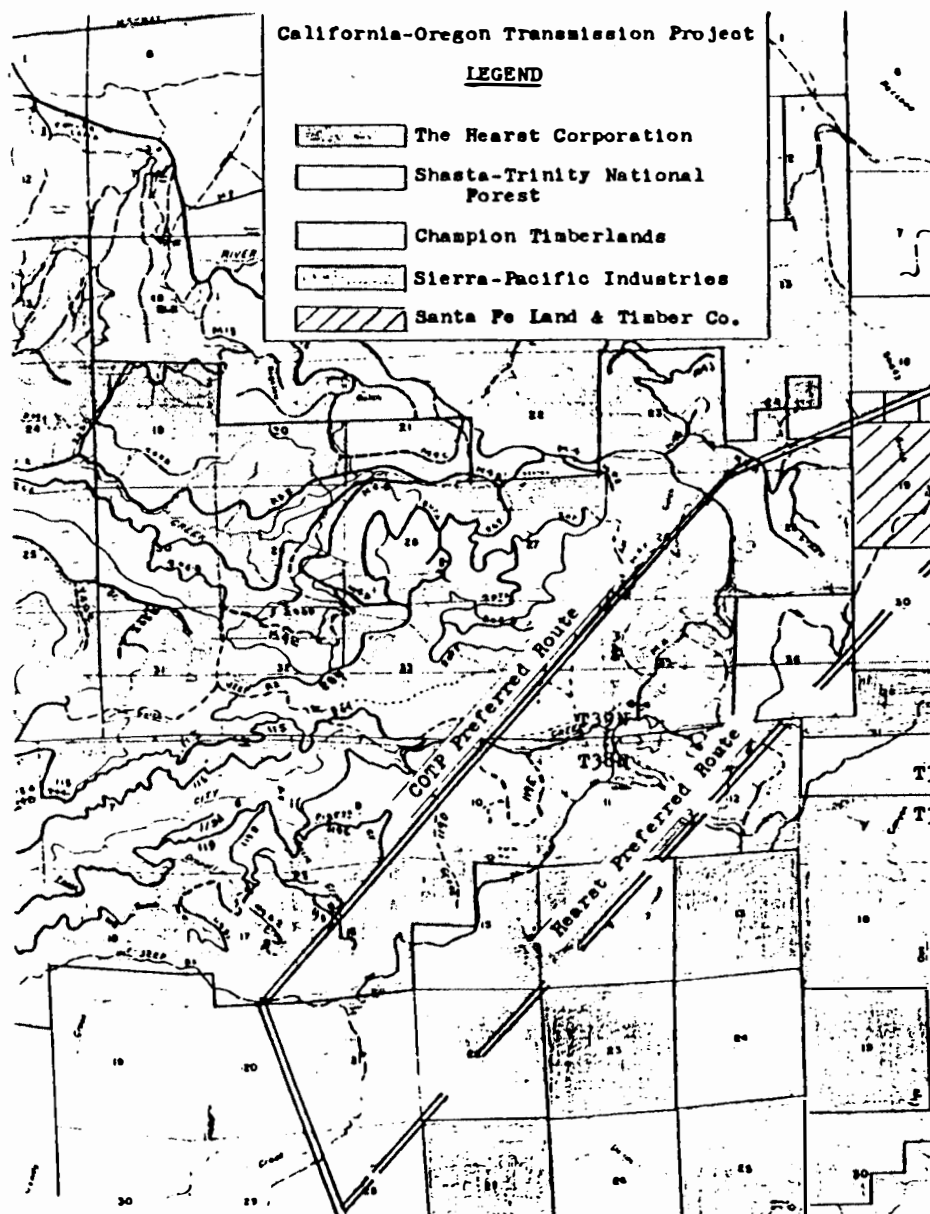
J As stated in Volume 2A of the Draft EIS/EIR, Section 3.8.2.4, the value of the encumbrance resulting from the transmission line easement will be established by appraisal and negotiation. Property owners will be compensated for the value of their losses. This process is intended by law to keep the property owner financially "whole". The economic hardship to the communities involved, in terms of jobs lost, is presented in Table 3.8-8. The transmission line will pay county property taxes, which will provide an economic benefit.

K Because of constraints to crossing over the existing Intertie lines and geology problems in the Kosk Creek area, the preferred route is the most easterly corridor available. Reasons why a route east of the existing Intertie lines are not feasible are discussed in Volume 2A of the Draft EIS/EIR, pages 2.4-4 through 2.4-6. See also response to T-69 F.

L The northeastern part of the route suggested here by Mr. McCarroll has been incorporated into a new route option, the Hearst option, presented and analyzed in the Supplement to the Draft EIS/EIR. This is further discussed in Sections 1.2.2 and 2.3 of Volume 1 of this document.

M Route segment N-7H2 was considered with the northeastern part of the route suggested by Mr. McCarroll in his comment T-89 L.

T-89 (continued)



T-90

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

A [I have attended several meetings concerning proposed routes for the new transmission lines. We own 100 acres in the Shasta Valley & are grateful the lines will not be going thru the Shasta Valley. We certainly hope, for the sake of our economy, transmission lines will not go thru the Shasta Valley. We have lost our lumber industry, our agriculture is in a state of bankruptcy. Our county can't afford to have the eye sore, the environmental zone, destruction of various wildlife preserves & the destruction of sacred Indian grounds that the transmission lines would bring. We need our tourist trade. Please don't destroy it to take electricity to E. Calif., a non-conserving, wasteful group of human beings who will never have enough & will use whatever electricity you sell them.

A Your opposition to siting transmission lines through the Shasta Valley is noted.

Bearing Date: 1/6/87
Location: Yreka, Ca
Name/Address: Sally McClain
4825 Storchi Ln.
Montague, Ca - 96064

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

T-91

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

I have been to several previous hearings in order to speak against and furnish written documentation against routing this power line through our Shasta Valley. I own a 160 irrigated acre cattle ranch near the proposed path. I support the efforts of Butte County documenting their negative attitudes to the local (Shasta Valley) route. We are near the wildlife preservation area and are striving to protect the ecological balance of this area. This includes eagle nests within sight & one beaver meadow.

A [I appreciate your staff's current stance against this route. Please do not change your minds.

A Your opposition to the route through the Shasta Valley is noted. Alternative D (with some modifications) remains the Project preferred route.

Bearing Date: 1/6/89
Location: Yuba, Calif.
Name/Address: Will McClain
6825 Steeple Lane
Big Springs,
Montague, Calif. 96064
Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

I would like to commend the TANC in their decision to avoid Abasco Valley with the COTP. We all appreciate the fact that you listened to our concerns. The main concerns were

- A [1. Negative visual impact on a panorama clearly visible from I-5 and especially visible from our road and ranch. We have many school children each year on field trips to the ranch. Last spring a small girl got off the bus and was heard exclaim "Oh it's just like I dreamed it would be." The young children are inspired by unexpected natural beauty and the sight of a transmission tower would ruin their experience. Many adult classes and organizations eg. Audubon also study wildlife especially birds of prey at our ranch. Table Rock Ranch.
- B [
- C [2. Our water comes from underground lava aquifers. I was concerned that any movement of heavy equipment or blasting could cause us to lose our water.
- D [3. Our soil is very erodible and much of the area is roadside. I am concerned about the amount of land that would be torn up and the unsightly scars that tipped runoff.
- E [4. Our scenery is our greatest asset here in
- F [Siskiyou County - the unsightly towers would destroy our scenery and have a negative effect on tourism our county depends on.
- G [5. Another concern of mine was disturbance of Shasta Indian Sacred Grounds that we have on our ranch.
- H [6. Thank you to locate the new route as ~~shown~~.
~~possible for splitting the~~ extremely short as
I thank the Transmission Agency of Northern Calif for listening to our concerns. We learned that you really want to minimize public outcry and that our voices were heard. Montezuma Co.
Thank you Pat Martin 1257 N. 1st St. 95068

A See response to L-175 D.

R See response to T-75 B.

C It is highly unlikely that any underground water supply would be affected by the movement of heavy surface equipment. Blasting will be used only in exceptional cases where auger drilling for tower footings is not possible.

D Please refer to Section 1.1.5 of Volume 1 of the Final EIS/EIR for a complete list of adopted mitigation measures for the COTP. These mitigation measures attempt to avoid or reduce disturbance, protect topsoil during construction, and ensure replacement and seeding of topsoil after construction. In addition, Alternative D was chosen as the preferred route over Alternative A (Shasta Valley) was because it reduced earth resource impacts from erosion.

E Permanent damage to the land will be kept to a minimum. For more information on construction and maintenance practices, please refer to the revised Section 1.1.5, Mitigation Measures, in Volume 1 of the Final EIS/EIR (II.A (all), II.B (all), and IV (all)). Also see response to L-175 D.

F See response to T-75 B.

G See response to T-75 E for discussion of Table Rock. See response to L-175 B for discussion of the process of identifying and planning to avoid or mitigation adverse impacts to Native American heritage sites.

H See response to T-69 F.

T-93

TO: Project Managing Director California Oregon Transmission Project

FROM: Louie Melo
408 E. Alma St.
Mt. Shasta, Ca. 96067

Phone - 916-928-3513

SUBJECT: Some Points of View Related To Economic Considerations

INTRODUCTION

My brief report to you will address itself to some of the incomplete and/or vague economic considerations that when translated to support the major project may cause more problems than have been bargained for. While this writer would agree that it is nearly impossible to call attention to detail points, it is, nevertheless, bothersome to find data that appears vague, incomplete, illogical, and/or just confusing.

The PROJECT

The project has been presented to the public as the "California Oregon Transmission Project" and its major goal was to reach for surplus electrical energy that is presently available north of the California line. In addition, such a project would enable the public and private electrical generating organizations to work toward an intertie or grid system that, in effect, would create a more efficient distribution system. To accomplish this a 300 mile -- 500 kV transmission line has been proposed that will start north of the Oregon border and terminate at a mid point in California.

Actually this proposed project is designed to incorporate an electrical intertie and/or grid system that will service the western area from the Canadian border to the Mexican border.

While this writer believes that such a complex system could be economically beneficial to everyone concerned, he does not understand why the entire area was not studied in terms of the area's respective ability to contribute energy to such a system as well as receive energy from the Pacific Northwest.

Cost estimates presented range from 464 millions to over 700

A

See response to L-196 A and L-306 A1 through L-306 R3 for more discussion of the types of energy/price scenarios used in the studies.

B

See response to L-196 B.

A

B

T-93 (continued)

-2-

B millions. It depends on what is included toward the ultimate goal. In a like sense, how can the planners indicate with confidence that the consumers will save an estimated 23 million dollars each year over other suggested systems when other systems were hardly mentioned.

The System

As a result of the proposed goal with its somewhat limited reviews, the entire report is, in effect, directing nearly all of its effort toward justifying the use of cheap hydro-electric energy found in the Pacific Northwest.

Secondary objectives do include possible seasonal exchange of power, diversification of power resources, transmission reliability and possible reduction in the use of oil or gas by California utilities.

Action for this drive was supported by the Secretary of Energy and authorized by "Title III of the Public Law 98-360". Such support is easily approved if a project appears to be for the public good.

While Californians are the major recipient of the electrical energy in question, very little research time or comparative data has been written as to what Californians have to offer toward the total system.

We Californians

C While nearly everyone will agree that California will certainly need more electrical energy during the next 20 or 30 years, it seems, to this writer, that its own resources should have been evaluated before asking the Pacific Northwest to become a significant supporter of electrical energy without some effort on our part.

California has some of the same hydro-electric possibilities that are found in the Pacific Northwest. For example the major rivers are located within:

1. The Cascade Range
2. The Klamath Mountains
3. The Sierra Nevada Range
4. The Coast Range

C See response to L-196 B.

T-93 (continued)

-3-

Some of the above mentioned areas are already contributing toward our Electric Power needs along with flood control, agricultural support, recreation, etc. A review of our hydro-electric potential still tells this writer that California can add to its own electric grid networks of power dams without destroying the state's natural environment. It seems that some of our people just want to let "George" (Pacific Northwest) do it. For example, the Army Corps of Engineers have been ready to tame the erratic flood pattern of the Russian River for some twenty years. Such a dam, as with other dams, would include a hydro-electric system, create new stable uses for the impounded waters, provide added recreation to that broad area of California, etc. To date, it seems that Californians in that area would rather get themselves flooded during wet winters and also ask the Secretary of Energy to bring required energy from the Pacific Northwest. In short, what can our Californians do for themselves before crying for help and willing to spend three quarters of a billion dollars.

It must also be mentioned that the report provided very little space to other sources of electrical energy. While we know that California has used oil and gas systems as their old standby, it has, during recent years, added geo-thermal, nuclear fuel, and wind power, wood waste, city wastes (garbage), etc. It's well known that some of these are now playing a significant role in the energy world.

Conclusion

Something worth thinking about----

1. We already have the "Pacific Northwest-Pacific Southwest Intertie system. Can this system be modified or upgraded to handle the power exchange, as well as the surplus power when available?
2. Has anyone or an organization studied the potential added power growth that is still possible in California?

D See response to L-196 B. The COTP does not preclude development of more hydroelectric potential in California.

E See response to L-196 B.

F See responses to L-196 F and T-70 B.

G See response to L-196 G.

T-93 (continued)

-4-

- H [3. We tell each other that surplus power is very cheap, therefore very desirable. When the entire system is in place, will the surplus power still be classified as surplus and cheap. Will the current users accept a multi-price system?
- I [4. We hear about costs ranging from 400 million to over 700 million. Have all the losses of forest and other land revenue been taken into account?
- J [5. If other high voltage transmission systems can deliver their respective energy along a rather narrow route, why is this system being designated to do otherwise? Line safety just doesn't seem strong enough.

H See response to L-196 H.

I See response to L-196 I.

J See response to L-177 A.

T-94

TESTIMONY OF JAMES NILE OF SANTA FE PACIFIC TIMBER COMPANY
AT CALIFORNIA-OREGON TRANSMISSION PROJECT IN YREKA, JANUARY 6,
1987.

Good evening. I am James Nile, Director of Lands for Santa
Fe Pacific Timber Company with headquarters in Redding. *2250 BENJON
DRIVE
96003*

Santa Fe Pacific Timber Company has granted easements for
many, many miles of power transmission lines over its lands.
This has been done in the spirit of cooperation with power
providers and consumers. We recognize the importance of
electric power to our economy, our society and to the standard
of living of the citizens of this country. The granting of
these easements has resulted in the loss of thousands of acres
of productive forest management land. Unlike many other uses of
the forest, power lines permanently remove the area beneath and
for a distance on each side from productive tree growth.

A [The losses described above have had a cumulative effect
that is serious for our society, but is all but disastrous to a
company whose only business is the management of the forest.
For this reason we find that we are unalterably opposed to any
of the several suggested routes of the proposed California-
Oregon Transmission Project which would pass through Company
holdings in Northern California.

A Comment noted. See response to T-69 A.

T-94 (continued)

B [Conceptually, we are firmly convinced that it is foolhardy to bring Bonneville power to electric power-rich Northern California. In the few years which have passed since the subject project was first proposed, two significant things have happened:

C [1. Billions of watts of power generating capacity have come on line in California. In addition, numerous projects have been licensed by the Federal Government for early construction.

D [2. Bonneville power rates have risen dramatically. In fact, at today's rates, the subject project is not cost effective and informed observers believe that future Bonneville rates will increase even faster than in the recent past.

With these events clearly in focus, it becomes obvious that the California-Oregon Transmission Project is not economically justified.

E [Environmentally, the proposed project is also a loser. The alleged benefits of the project will be totally negated by the loss of perhaps thousands of acres of forest habitat. The price to be paid for this ill-advised project in terms of the forest is simply too high.

B See response to T-69 B.

C See response to T-69 B.

D See response to T-69 D.

E See response to T-69 E.

T-94 (continued)

F Finally, if it is determined that Southern California must have Bonneville and Columbia River power, the transmission lines need not pass through Northern California at all. A study of the terrain of Oregon, Nevada and California reveals that the most direct route between the transmitting point on the Columbia River and Los Angeles passes east of the Sierra Nevada Mountain range and enters Southern California south of the end of the Sierras in a location that is less expensive and does not have the disastrous impact on the highly productive forest lands of Northern California.

H In conclusion, we firmly believe that the proposed project is not needed, is adverse to society's need for productive forests and is in the wrong location. With this in clear view, we are asking that the project be either stopped altogether or re-routed east of the Sierra Nevada Mountains.

James B. Nile
James B. Nile

Copies to:

Congressman Wally Herger
State Senator John Doolittle
State Senator Jim Nielsen
Assemblyman Stan Statham
California Public Utility Commission
a. San Francisco
b. Sacramento, Attention: Mike Burke
Siskiyou Resource Awareness Council
Lawrence Whitfield, Attorney at Law

F See response to T-69 F.

G See response to T-69 F.

H See responses to T-69 A through T-69 F.

T-95

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

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- A [1) THE EIR/EIS must address economic effects of removing forest lands from productivity including loss of employment and timber sales in assessing the overall economic benefits of the project. This must be evaluated over the entire time period the forest lands would be out of production.
- B [2) THE EIR/EIS has not adequately evaluated the Eastern routes to minimize loss of forest lands. This must be re-evaluated.
- C [3) The project has not adequately addressed less environmentally sensitive routes in Eastern California and Western Nevada. These alternatives must be evaluated in more depth.

A Comment noted. See responses to T-73 C and T-73 D.

B See response to T-69 F.

C See response to T-69 F.

Bearing Date: 1/6/87

Location: Yreka, Calif.

Name/Address: Richard P. Orick

432 N. Mt Shasta Bl., Mt. Shasta, Ca. 96067

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-1995

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

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A

I am against the electrical transmission line passing through the Shasta Valley. My wife and I recently retired to that area partly to escape the pollution in San Diego, air and visual. The freeway, cars, and yes, electrical transmission lines and substations of San Diego Gas and Electric were among those things we wished to escape.

The line in the north end of the Shasta Valley with a magnificent view of Mt. Shasta. We want to consider all extra expense to place electrical wires to our irrigation pump underground so that our view of the Valley and Mountain would remain unobstructed.

The Shasta Valley is a beautiful natural resource. Let's keep it free of such man-made projects as electrical transmission lines.

Bearing Date: Jan 6, 1987

Location: Appleton, CA

Name/Address: Merrill L. Kram, Ph.D.

4038 Betty Way

Montague, CA 96064

Mail to:

916-454-3592

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

A

Your opposition to the route through the Shasta Valley is noted. Alternative D remains the Project preferred route.

T-97

WRITTEN COMMENT FORM
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

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A I would like to go on record as being
B agreed to this project entirely. Given
C the projected non-surplus of power from the
Barnevill Project by the year 1997 I see
absolutely no economic advantage to
anyone concerned. Especially when it is
considered that this project is based on a 40
year life. I feel California is quite
capable of producing its own hydro-electric
power at a cost far more economical
to the consumers than the price I believe we
would pay for the Barnevill power.
Thank you for the opportunity to relate
my feelings concerning the proposed project

A Your opposition to the California-Oregon Transmission Project is noted.

B See response to T-67 B.

C See response to T-69 B with reference to evaluation of the cost effectiveness of the COTP. See also response to T-69 D.

Hearing Date: January 6, 1987

Location: Yuba, CA

Name/Address: Scott Sumner
5712 Hyde Lane
Yuba, CA 96997

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

T-98

RECEIVED
Board of Supervisors
P. O. Box 338
Yreka, California 96097

Board of Supervisors
of

SISKIYOU COUNTY

P. O. Box 338
Yreka, California 96097

CLERK
Martha Price
Phone 938-3331
Ext. 264

December 30, 1986

Environmental Coordinator
California-Oregon Transmission Project
P. O. Box 660970
Sacramento, California 95866

Subject: Environmental Impact Statement/Environmental
Impact Report, California Oregon Transmission
Project, State Clearinghouse Number 85040814

Dear Sir:

- A [Having reviewed the Draft Environmental Impact Report and the preferred alternate route through Siskiyou County, the Board of Supervisors wishes to go on record recommending the certification of the Environmental Impact Report, together with all appropriate mitigation measures and any necessary statements of overriding considerations. As soon as the Environmental Impact Report is certified as complete, we would further recommend that the preferred alternate be adopted.
- B [Again, we would like to reiterate our concerns that in the preferred alternative, wherever possible, prime agricultural lands and prime timberlands be avoided in the site specific alignment of powerlines. While obviously a minor consideration of the overall Interline consideration, these features remain significant issues to this County and our adjoining counties.

Thank you again for the opportunity to provide input.

Yours truly,

George R. Thackeray

George Thackeray, Chairman
Siskiyou County Board of Supervisors

cc: Paul Tachirky

A The lead agencies appreciate the position of the Board of Supervisors.

B The COTP agrees that use of prime farmlands and timberlands should be avoided or minimized wherever possible.

T-99

T.A.N.C.

Stephen W. Townley

1039 Townsend Road
Montague, Ca. 96064

Re, EIS/EIR

Dear Sirs:

My name is Steve Townley and I am a resident of the North
Shasta Valley area of Alternate A.

A [I am strongly opposed to the building of any transmission
line through Northern California and especially to the inclusion
of the alternate route designated as Route A.

B [As far as the project as a whole is concerned it has not
been conclusively proven that:

1) the project is necessary

2) the project will be cost effective

C [3) reliability of the system will be improved by another
separate line

D [4) the evidence used for the EIS/EIR was adequately
collected and prepared.

My remarks will only be concerned with route selection and
the collection and preparation of data for the EIS/EIR, specifically
that portion of route ~~designated as~~ -----.

E [It is imperative that in selecting routes for such an important
and controversial project such as this that the participants
(TANC) take every measure necessary to ensure as much possible
information has been gathered from all available sources. Had TANC ~~done~~
F [this I strongly believe Route A would no longer be considered as
an alternative route.

A Comment noted. See response to T-69 F.

B Analysis presented in Section 1.5 of Volume 1 of the Draft
EIS/EIR indicates the COTP is economically justified. For more
details, see Appendix B of Volume 3A of the Draft EIS/EIR. See
also response to L-3 T.

C See responses to L-306 KK and T-70 B.

D See response to L-203 B.

E Comment noted. The COTP believes this has been done.

F Comment noted.

T-99 (continued)

At the scoping and agency meetings it became very apparent TANC was not as concerned with gathering information as it was in meeting deadlines.

G [The wealth of information that local agencies possess that was never tapped is inexcusable. Specifically, local irrigation districts, resource conservation districts, the Soil Conservation Service, Extension Service, ASCS, Agricultural Commissioner, County Planning Dept. and many other local groups and organizations were never fully utilized in the preparation for this EIR.

H [An important document such as this EIR should and does by law require more than a cursory attempt to gather information --- it requires, mandates that information be gathered in depth and in person so that all every piece of pertinent information that can possibly be compiled, is.

I [By their inaction, their failure to make sure all possible information has been gathered, Tane-- TANC'S conclusions are at best incomplete and probably inaccurate.

J [I cannot intelligently comment on other route selections, but as for Route A the EIR is flawed.

G Numerous local agencies were contacted during the preparation of the Draft EIS/EIR (Volume 1, Section 1.1.7 of this Final EIS/EIR). Furthermore, equivalent levels and detail of information which were collected for each alternative, included soil surveys, soil/vegetation maps, important farm land maps, and county general plans.

H The purpose of this EIS/EIR is to document potential impacts and to provide the decision-makers with adequate information upon which they can base their decisions. We provided this information by conducting an in-depth and extensive search for available data, utilizing published literature, field research; and agency, organization, and individual contacts.

I The information relevant to the evaluation of alternatives was obtained, analyzed, and documented in the Draft EIS/EIR and other COTP reports referenced therein.

J See responses to T-99 A through T-99 I.

Thank You
Stephen M. Rowley

T-100

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

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A

Thank you for not choosing to put
the transmission line through
the Shasta Valley area. I am very
much opposed to the project going
through the Shasta Valley area and
will continue to go to great ends to
insure that it doesn't.

A

Comment noted.

Hearing Date: Jan. 6, 1987

Location: Ukiah Community Theater

Name/Address:

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

--o0o--

Public Hearing Re:)
)
Draft EIS/EIR of the California-Oregon)
Transmission Project and for the Los)
Banos-Gates Transmission Project;)
Transmission System Reinforcement)
Facilities planned in the Pacific)
Northwest.)
-----)

--o0o--

Held at:

Redding Civic Auditorium
700 Auditorium Drive
Redding, California

--o0o--

Wednesday, January 7, 1987

1:00 p.m.

Reported by:

Danette M. Takahashi
CSR No. 6412

CAPITOL REPORTERS

DEPOSITION & GENERAL COURT REPORTERS

670 ALHAMBRA BLVD. SACRAMENTO, CA 95816

(916) 446-2727

REDDING, CALIFORNIA, WEDNESDAY, JANUARY 7, 1987, 1:00 p.m.

Introduction to hearing presented by the Transmission Agency of Northern California and the Western Area Power Administration hearing representatives. Please refer to the Klamath Falls hearing transcript for text of introduction.

Now, we will commence the time for oral testimony and commence with Mr. Fileccia.

T101 - N.S. FILECCIA:

You got it pretty well right. Okay.
Unfortunately, I'm not a resident of Shasta County yet. We live in San Diego, and I'm still working.
MR. PUGH: Could we have your full name and address for the record?

The initials are N.S. Fileccia. My address is 3862 Palm Avenue, San Diego, 92154.

I haven't had a chance to read the environmental impact report because I'm still gainfully employed too many miles away.

My first question would be to you gentlemen up there is the transmission line right now is going to be following the eastern-most PG&E line, which bisects my property.

If the line -- the new line is going to be adjacent to it, it's going to further cut my property in half.

First of all, I'm interested in physiology. With the added emanations from the transmission line, what's it going to do to if I put a home on my property?

And two, from what I understand, I've got two pictures of where the transmission line is going to go. It's going to cut my property in half, as I said before, but it's also -- one of the people tell me that the area it's going to go in or go over it's going to be right at the site where I am going to put a home on.

Now, I'm interested -- somebody called my wife from the TANC agency and said they'd buy the 200-foot wide easement that is -- that the transmission line is going to go over.

And to reiterate, it's going to chop my property in half.

And as far as I'm concerned, it's going to render my property unuseable.

Will the TANC -- if everybody agrees to let this transmission line go through, will TANC buy my property outright -- the whole kit and caboodle -- rather than 200 feet because little pieces here and little pieces there is not going to do me any good.

I do thank you and do like to reserve the right to reserve comment after other people make their comments.

MR. PUGH: Thank you, sir.

MR. FILECCIA: Thank you.

MR. PUGH: Mr. Charles Adams.

A The preferred alignment of the COTP is immediately adjacent to and west of the two PGandE lines in the area between Cottonwood Substation and Oak Run. A response was sent to the commentor on March 10, 1987.

B See responses to L-310 L, L-330 F3, SL-51 A.

C The commentor is apparently referring to a potential building site for a home. See responses to L-184 A and T-82 C.

D An easement is the right to use land, rather than the full ownership of it. If the use of the land acquired or nearby land is so compromised that the owner is left with a non-economic remnant, the utility may purchase the property outright.

T-102, T-103

T102 - CHARLES ADAMS:

Charles Adams, P.O. Box 99, Redding, 96099.

Really, I don't have an awful lot of comment to make.

When I put my name down on the list, I wasn't really clear as to where your intended power line was to go.

I am within a corridor; and because of that, I'm concerned.

But apparently, after talking with John Forman, the line will be quite a bit east of mine -- or quite a bit west of mine; and so, probably, my impact will be very little or none. So, I can't comment really.

MR. PUGH: Thank you, sir.

Thomas Lackey.

T103 - THOMAS LACKEY:

Good afternoon. I'm Tom Lackey, and I'm the manager of real property for Champion International Corporation on the west coast.

My office is P.O. Box 849, Eugene, Oregon, 97440, area code 503-687-4731.

I have two main concerns with the EIS for the California-Oregon Transmission Project.

First is the location of the preferred route and the alternative routes studied.

I would like to refer to the Forest Land Policy and Management Act of 1976, which is known as FLPMA 76, which is Public Law 94-579.

Title 5, Section 503 is entitled "Right-of-Way Corridors" and reads as follows:

"In order to minimize adverse environmental impacts and the proliferation of separate rights-of-way, the utilization of rights-of-way in common shall be required to the extent practical, and each right-of-way or permit shall reserve to the secretary concerned the right to grant additional rights-of-way or permits for compatible uses on or adjacent to rights-of-way granted pursuant to this Act.

"In designating right-of-way corridors and in determining whether to require that rights-of-way be confined to them, the secretary concerned shall take into consideration National and State land use policies, environmental quality, economic efficiency, national security, safety, and good engineering and technological practices.

"The secretary concerned shall issue regulations containing the criteria and procedures he will use in designating such corridors.

"Any existing transportation and utility corridors may be designated as transportation and utility corridors pursuant to this subsection without further review.

A

Comment noted.

T-103 (continued), T-104

This Act was directed to the Secretary of Interior and Secretary of Agriculture for the Forest Service.

The regulations for the Bureau of Land Management are in 43 CFR Subpart 2806, and the Forest Service regulations are in 36 CFR Part 219.

These regulations contain the same criteria in selecting right-of-way corridors as contained in FLPMA 76.

The criteria contained in the EIS for this proposed project in selecting the routes to study were mainly reliability and costs.

The EIS states and you have stated it just now -- "A minimum separation, where possible, of five miles between the existing AC Intertie lines and a new 500 kV line North of Redding."

This is in direct conflict with the congressional mandate of FLPMA 76.

There is no way that any of your routes studied in the EIS could comply with the Congressional intent of minimizing the proliferation of separate rights-of-way.

If the Forest Plans allow any one of these routes to be utilized, then the Forest Plans must be appealed.

I would suggest that the Transmission Agency look at routes adjacent to existing corridors, in particular the route at the existing DC line.

My second concern is the economics of the project. The Lewis County PUD No. 1 of Chehalis, Washington, which is located between Portland and Olympia, has applied to the Federal Energy Regulatory Commission for a license to construct and operate a hydroelectric facility on the Cowlitz River near Morton, Washington.

In their EISD, they state that Bonneville will be unable to supply their needs for power beyond 1992.

This leaves me confused. If Bonneville cannot meet the needs of the customers in the Pacific Northwest, how will there be surplus power to ship to the Pacific Southwest?

Maybe I'm not too smart, but someone should explain to me where all the surplus power is coming from that will utilize this proposed transmission project.

I'm sorry I don't have the court number, but I can get it for you.

I thank you for the time to let me make these comments.

MR. PUGH: Rancho Buena Ventura?

T104 - KIRK GAINS:

Hello. My name is Kirk Gains. Our address is Post Office Box 467, Cottonwood, California. I'm the manager of Rancho Buena Ventura.

We are proposing the alternative route which is on the southern leg right before the line goes into the substation at the point where it crosses the Sacramento River.

This alternative route would go directly through the

A The criteria used to select routes for study are listed in Draft EIS/EIR Volume 2A, Phase II Report, Attachment B. Numerous criteria were taken into consideration in addition to reliability and cost.

B The separation of the proposed 500 kV line from the existing two 500 kV lines is not in direct conflict with FLPMA. FLPMA states that the Secretary shall take into concern national security and good engineering and technological practices when determining whether to require that rights of way be confined to designated corridors. Because of the problems which would occur if all three of the 500 kV lines (or even if the proposed line and one of the two existing lines) were to become de-energized within a two-to-eight-hour time period, siting the lines with adjacent rights of way would not be good engineering and technological practice, nor would it be in the interest of national security. See response to L-307 P.

C See response to L-177 A.

D See responses to L-3 T and L-157 C.

T-104 (continued), T-105, T-106, T-107, T-108

A [property that we farm.
The negative factor is that because of the power line being there, we do a lot of aerial spraying that would dissect the ranch, the negative factors would be immense, it would totally eliminate our farming operation, not only dividing the ranch, but making it impossible for any aerial application.

B [So, we beg of you to not - to look at the preferred route, if not an entirely additional route, in lieu of the southern alternative route. Thank you.
MR. PUGH: Thank you.
Ira Chadwell?

T105 - IRA CHADWELL:

I didn't realize that this would give me the right to speak. I thought you just wanted me to identify myself, Archer.
MR. PUGH: I thought you came here to talk.
MR. CHADWELL: I came here to listen, and I thank you.
MR. PUGH: Bob Hays?

T106 - MR. HAYS:

I'm in the same position as Ira.
MR. PUGH: Okay, Bob. Thank you. Bill Ramsdell?

T107 - BILL RAMSDELL:

No comment at this time.
MR. PUGH: Bob Bosworth?

T108 - BOB BOSWORTH:

You're not too lucky with me, Archer. I'm here, of course, representing the Shasta County Board of Supervisors. I'm at the address I'm sure you'll find along with the phone numbers and so on and so forth on the letterhead. The letter that we have prepared I will read. I will add a few comments of my own after that based on my own personal experience and knowledge of the area.
The letter would indicate that:

"Shasta County has reviewed with great interest and concern the Draft Environmental Impact Report for the California-Oregon Transmission Project, in particular, the areas that are within Shasta County, proposed for construction and new 500-kV transmission lines.

"Our preliminary comments are that the EIR document is inadequate because it fails to assess the transmission route alternative recommended by the Shasta County Planning Department in a letter to Ms. Laura Edlin, Public Affairs Director, dated November 7, 1985.

"The Shasta County General Plan strongly

A Comment noted. See response to T-175 H.

B Your opposition to alternative route N-9P and support for the preferred route is noted. Route segments N-9N and O remain the preferred route.

A [The Shasta County Planning Department recommended a route in eastern Shasta County that, in part, follows an existing gas pipeline. This route would require a crossing of the AC Intertie and is, therefore, not considered feasible. The route was discussed in the Draft EIS/EIR, Volume 2A, page 2.4-9 as the "Shasta County Route." See also the response to T-69 F.

B See response to T-108 A.

T-108 (continued)

B

supports protection of all types of resource lands, including timberland, ag land, wildlife habitat, et cetera.

"Preliminary environmental studies prepared by Shasta County indicate that the current transmission lines pass through very productive timber lands.

"If the transmission line is 200 feet wide, there will be a loss of almost 25 feet of productive timberland per mile of line.

"Much of this loss can be eliminated by moving the line several miles east of the study area as recommended in our letter of November 7, 1985. This would place the line near the location of the existing PG&E gas line and would follow the hills along the west side of the Fall River Valley.

"The dominant vegetation for much of this area is sagebrush and junipers.

"Timber production in this area is not considered prime because of the presence of lava formations in the area.

"It appears that the overall impacts from locating the line to the east would lessen the impacts listed in the Draft EIR for the currently-proposed route.

"Impacts such as loss of prime timberland, short-term construction impacts on steep slopes, remote access areas requiring new roads, valuable wildlife habitat associated with the Pit River, and impacts to the most sensitive area of Shasta County concerning cultural resources would be avoided or lessened.

"Shasta County will submit additional written comments of a more technical nature concerning the Draft EIR within the review and comment period."

C

G
W
E
D

C

See response to T-69 F.

D

See response to T-108 A.

E

See response to T-108 A.

F

See response to T-108 A.

G

See response to T-108 A.

H

That would conclude our letter. And as Arch knows and others in the County, I am very familiar with the area south of Ponderosa and across the Pit River through the Flatwoods area and so on and so forth in terms of timber production.

It is regarded by all who are knowledgeable in that area as one of the better areas in the county -- probably one of the better areas in the state -- to produce fine timber.

The land where we are offering an alternative for consideration would also provide all-year construction opportunities and so on and so forth because it is well mounded on lava formations.

And when the pipeline is put down through there, they took advantage of that, of course.

J

So, we'd strongly urge you to reconsider the route that is now being proposed as you enter Shasta County from Siskiyou County.

It would appear that Siskiyou County's comments and concerns with the impacts on their ag lands has encouraged your

H

Comment noted. The Flatwoods was recognized as a very productive timber resource in the Draft EIS/EIR.

I

See response to T-108 A.

J

See response to T-108 A.

T-108 (continued), T-109

J consideration of the more easterly route.
And there is some areas up there that are still going to be impacted, much like the comments we heard from the speaker just ahead of me, but I think -- I would strongly suggest that you look to the easterly route. See if we can't make it work. Thank you.

MR. PUGH: Thank you, Bob.
The next on the lists is Gaylord Briggs.

T109 - GAYLORD BRIGGS:

My name is Gaylord Briggs. I'm a California licensed forest driver.

I live in Cottonwood. My address is 2914 Majestic Oak Circle, 96022.

I work and represent Roseburg Resources Company, located in Anderson, P.O. Box 697, zip code is 96007.

Most of my comments and concerns will deal with timberlands because these are the impacted lands that I'm most familiar with. Also, I have a few comments about the project and document, in general.

An environmental impact report is supposed to answer questions and offer solutions about projects -- particularly, impacts of land in the environment.

After looking through this weighty document -- I might add after reading it I came away with a professional undertaking, rather than receiving information -- I came away with corrections and questions.

A I have the impression that the document is rather generic in nature.

There are many sweeping statements and generalizations that could apply to virtually any situation.

One need only fill in the blanks in a few key areas and call the document your own.

There is not much evident of thorough on-the-ground investigation.

B I still question the real need for the project. I realize that a purpose and need was stated in the document, mainly to expand the bilateral capability of the Pacific Northwest-Pacific Southwest Intertie Transmission System to help serve California needs for economical power, the need of the Pacific Northwest's desire to sell power, and a need for maintaining the increasing reliability for the existing transmission system.

Everyone assumes that because of California's reputation and growth -- and I think we're talking mostly about Southern California here -- that there is a limitless demand for energy in California.

That argument has not been proven in this document. It has simply been stated as a given.

I understand that because of California's own energy wealth, mostly in Northern California, improved technology and energy conservation practices that California may actually be developing an energy surplus.

Is there a real need for the power line?

A See responses to L-306 D, L-306 E, L-306 F, L-306 M, L-306 N, L-306 U, L-306 V and L-306 W. See also the response to L-203 B.

B The economic analysis of the COTP presented in the Draft EIS/EIR reflects a range of potential California load forecasts by developing high and low scenarios around the base (most likely) case. The base case was developed on the basis of the major California utilities' load forecast submissions to the California Energy Commission in response to that Commission's biennial load forecasting and utility resource plan evaluation, known as Common Forecasting Methodology (CFM) 6. The low and high forecasts were set at the levels at which the probabilities of exceedance were are estimated to be 90 percent and 10 percent, respectively.

In regards to a California surplus, California's generation surpluses are related to baseload capacity which serves utility customers around the clock. California as a whole will need new peaking capacity in the mid-1990's and several of the municipal and other publicly owned utilities can reduce the total cost of power to their ratepayers by developing projects with firm capacity. Access to firm capacity is one of the objectives to be met by the COTP.

Additionally, the COTP will enable California to use its surplus baseload resources to sell electricity during the Northwest's

T-109 (continued)

- B** I understand that the Bonneville Power Administration has stated in document -- Mr. Lackey alluded to this already -- that their desire to sell power to the south is rapidly decreasing and that by the early to mid 1990's, when this project is due to come on line, that they could very well be in an energy shortage problem in the Pacific Northwest. This is inconsistent with the statements and need for the project.
- C** The reliability and maintenance of the existing system can be done without building this project and, perhaps, it should be independent of this project, I would think.
- D** The alternatively-far-eastern route, one from Bonneville Project Area in Washington down through Nevada and Southern California has been casually dismissed as being not feasible or impractical.
- That route has everything required in the statements of need for the project, and it goes it through land that is far less environmentally sensitive. Why wasn't it chosen?
- E** More specifically, the Draft EIR statement says that the impact to timberlands will be great; and after the mitigations are implemented, the impacts are still great.
- The trees will be gone in an 80-mile-long, 200-foot-wide clearcut.
- Landowners will be compensated for the loss, the document says, and leaves it at that.
- There is no complete compensation for a tree farmer when you take away his ability to grow trees. His livelihood is jeopardized and may be lost.
- I don't believe this is sufficient fair treatment for timberland. Trees can only be grown on certain lands.
- Power lines can be constructed on virtually any type of land. It isn't limited to the same part of the landscape. Why does so much valuable timberland have to be used?
- F** There are portions of the proposed group location from Grizzly Peak to Redding where there is only one route proposed. N-8C is an example.
- I believe an adequate environmental document must discuss alternatives for all aspects of the project and is remiss if it doesn't. Why is there only one alternative here.
- I have never been in a position to oppose what one might call progress or development.
- In fact, most of the time I have been a proponent, someone trying to get a project of my own.
- Why I have changed positions on this particular project? Because as a professional and citizen of Northern California, I have a responsibility to the land, the environment, and my community.
- This project, as I see it, is nothing more than an expensive sole way over which to broker energy.
- The participants, including the City of Redding and Trinity County, all think they have something to gain.
- Who wins? The energy brokers?
- Who loses? In this case, the land owners and the consumer.
- G** I'd like to show you one last thing that I think wasn't
- B** (cont.) winter peaking season. Such sales would allow the Northwest to purchase power to meet winter peak needs at costs much lower than the cost if the Northwest constructed new generation facilities to meet winter peak needs. These transactions will benefit electric ratepayers in both regions.
- For more discussion of the value of the COTP after the surplus in the Northwest expires, see the response to L-3 T.
- C** See response to T-70 B.
- D** See response to T-69 F.
- E** Comment noted. We do not plan to clearcut. Only that vegetation which is necessary for the safe operation and maintenance of the line will be cleared from the right-of-way. See also responses to L-184 A and T-82 C.
- F** See response to L-334 C.
- G** Comment noted. See Section 4.4 of Volume 1 of the Draft EIS/EIR and Section 1.1.4 of Volume 1 of the Final EIS/EIR (Cumulative Impacts).

T-109 (continued), T-110

G

addressed very well in the document, either, and that is total rain and cumulative effects of the project, itself.

I have an aerial photograph here, which I will show you from my file.

This is in the area of Line 8 -- N-8C goes through. It's commonly referred to as Flatwoods. It's lands in which I administer for Roseburg Resources.

There are no less than three power line routes on this one area. It covers an area of probably four square miles.

The proposed route is on the far western edge of this photograph.

Another 200-foot-wide corridor, all in a very compact area, and I think that the timberland in this area, which Bob Bosworth alluded to, is the most productive in California, if not the west coast, doesn't need another corridor through it.

H

I think another route selection not impacting productive timberland would be far more acceptable to me.

Thank you very much.

MR. PUGH: Phil Rhodes?

T110 - PHIL RHODES:

My name is Phil Rhodes. My address would be Mount Shasta Audubon, P.O. Box 530, Mount Shasta, California, 96067.

I'm here today as an individual. However, I may be submitting written comments before the deadline on behalf of Mount Shasta Audubon.

A

I would like to thank the project for not selecting routes that would impact Shasta Valley, Butte Valley, and the Mount Shasta vicinity.

My personal preference is that no power line be constructed, at all.

B

However, because it is not likely this viewpoint will be granted serious consideration, I will offer a compromise of what I feel is a compromise position.

I have asked you to revise and select an alternative that will require construction of the new 500-kV line within the existing corridor or to the east of it.

I submit the following reasons, which are just a few of many reasons, for my request.

C

Based on a very recent forest service review, it has been determined that the Sargent & Tundy Report is discredited.

This report was relied on very heavily by you in attempting to justify the five-mile separation criteria or the preferred alternatives, Segment N-10 Alternative 5.

D

Number two. The preferred alternative would remove 827 acres of public timberlands, whereas the more easterly route would only take out 398 acres.

As a conservationist, this concerns me because forest acreage taken out of production creates additional pressure to overutilize the remaining timber base.

E

Number three. The preferred alternative would impact twice as many acres of highly-erosive soils on the Modoc National

H

See response to L-334 C.

A

Comment noted.

B

Comment noted. See response to T-69 F.

C

See responses to L-295 A, L-295 B, L-295 U, and L-295 U2.

D

We agree that forest land permanently taken out of production creates more demand for the remaining timber base, assuming the aggregate demand level remains the same. Under certain conditions, this would tend to increase prices and bring more marginal land into production. See responses to L-128 B, L-179 C, and L-341 A.

E

As is stated on Page 3.2-9 of Volume 2A of the Draft EIS/EIR, assessing the significance of impacts was accomplished by comparing the rate of soil loss to soil loss tolerances and evaluating the effectiveness of mitigation to minimize erosional

T-110 (continued)

E Forest compared to a more easterly route.
F Number four. The preferred alternative would take out five times as much protective old growth forest on the Modoc than the more easterly route.
G And five, I believe. The preferred alternative would have greater impacts on the spotted owl than a more easterly route. And as an audubon leader, that concerns me greatly.
H Six. The preferred alternative would have a severe visual impact on the scenic and geologically-significant area south of Medicine Lake. It's a prime recreational area.
I And lastly, the preferred alternative is not in compliance with guidelines of the Medicine Lake Unit Plan or the proposed land management plans for the Shasta, Trinity and Modoc National Forest.
These are but a few examples of problems the preferred alternative has.
If the project attempts to proceed with the preferred alternatives as presently designed, the project risks the united opposition of the forest service, the timber industry, and conservationists.
Thank you for this opportunity to comment.
MR. PUGH: Thank you, Mr. Rhodes.

E impacts. The number of acres or the extent of the impact was not (cont.) considered as significant as the severity and duration of the impact.
F Impacts to old-growth forest on N-10 Alt.5 and a more easterly route are addressed in Section 3.2 of the Supplement to the Draft EIS/EIR. The final preferred route as presented in Volume 1 of this Final EIS/EIR is along the more easterly route and would result in significantly less impacts to old-growth forest.
G See responses to L-345 D, L-345 H, L-345 P, and L-345 W. It is true that routes to the east would cross fewer spotted owl management territories. The COTP, however, will avoid almost all old growth habitat during selection of a 200-foot wide easement within the 1,500-foot wide route.
H See response to L-3 B.
I A new route option has been presented and analyzed in the Supplement to the Draft EIS/EIR that may avoid the impacts addressed in the comment. Route segment N-10 M has been incorporated into the preferred route.

REPORTER'S CERTIFICATE

--oOo--

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss.

I, DANETTE MARIE TAKAHASHI, certify that I am
certified shorthand reporter and that I reported verbatim in
shorthand writing the foregoing proceedings;

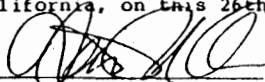
That I thereafter caused my shorthand writing to be
reduced to typewriting, and the pages numbered 1 through 33,
inclusive, constitute a full, true, and correct record of
said proceedings:

AGENCY: Transmission Agency of Northern California
and
Western Area Power Administration

CAUSE: Public Hearing on Draft EIS/EIR re:
California-Oregon Transmission Project;
Los Banos-Gates Transmission Project;
Transmission System Reinforcement Facilities

DATE: Wednesday, January 7, 1987
Redding, California

IN WITNESS WHEREOF, I have subscribed this
certificate in Sacramento, California, on this 26th day of
January, 1987.


DANETTE M. TAKAHASHI
CSR No. 6412

REDDING 1/7/87

REGISTER TO PRESENT COMMENTS VERBALLY

	NAME, AFFILIATION	ADDRESS, PHONE NO.
1.	M. & B. D. Filocia prop owner Millville	3662 Palu Ave. SD. 619-423-5454
2.	Charles L. Adam	P.O. Box 99 — 243-2537 REDDING CA 96099
3.	Thomas D. Larky Champion International	P.O. Box 849 Eugene OR 97940
4.	Rancho Buena Ventura 27447 Ash Ct Rd.	P.O. Box 467 (916) 747-3155 Cottonwood CA 96022
15.	Sam Shadaniel	1738 Yuba Redding
16.	Bob Hays 1323 Kimberly Pl. Anderson	
17.	Bill Ramsdell Shasta Co Planning	1855 Placer St Redding Ca
18.	Bob Bowersox 1440 Ford St. Superior	Redding Ca
9.	Bob F. & E	7885 FORTUNE Lane (541) 222-1309
10.	Gaylord Briggs	P.O. Box 697 Anderson CA 96007
11.	Phil Rhodes	P.O. Box 530 Ht. Shasta. CA 96067
12.		
13.		

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

- A** THE PREFERRED ALTERNATIVE TRAVERSES SEVERAL MILES
THROUGH FOREST LAND, BETWEEN BIG BEND AND WHITMAN,
THAT I MANAGE FOR ROSEBURG RESOURCES. THIS IS VERY
PRODUCTIVE FOREST LAND. IT IS A MISTAKE TO CUT THROUGH
LAND WHICH IS PRODUCTIVE FOR FOOD OR FIBER UNLESS THERE
ARE BETTER ALTERNATIVES. THE EASTERN ROUTES SHOULD BE
- B** RE-EXAMINED AS LOCATIONS, WHICH, IF SELECTED, WOULD
CAUSE FAR LESS IMPACT TO OUR ^{STATE} TIMBER RESOURCES. ONCE
THE LAND IS OCCUPIED BY A POWER LINE IT IS ESSENTIALLY
LOST FOR ALL TIME AS BEING ABLE TO CONTRIBUTE TO THE
WELL-BEING OF THIS NATION THROUGH UTILIZATION OF
RENEWABLE RESOURCES. I BELIEVE THAT IF THIS POWER LINE
ACTUALLY COMES INTO BEING, ON THE PRESENTLY PREFERRED
ROUTE, THIS DECISION WILL BE LOOKED BACK ON IN FUTURE
GENERATIONS AS A TRAGIC MISTAKE

A See response to L-128 B.

B Comment noted. It is recognized in the Draft EIS/EIR, for purposes of environmental analysis, that timberland utilized for a transmission line easement is removed from production. However, since projects of this size are rarely, if ever, decommissioned, it is for all practical purposes an irretrievable commitment of resources.

Hearing Date: 1/7/86
Location: REDDING, CA.
Name/Address: ED HASLERUD
ROSEBURG RESOURCES
P.O. Box 697
ANDERSON, CA. 96007

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

T-112

SHASTA COUNTY BOARD OF SUPERVISORS



SHASTA COUNTY COURTHOUSE
P.O. BOX 580
REDDING, CALIFORNIA 96099

TELEPHONE 225-5557

Abe Hathaway, District 3, CHAIRMAN
John Reil, District 1
Bob Bosworth, District 2
Don C. Maddox, District 4
Roy F. "Pete" Peters, District 5
Phyllis Caldwell, Administrative Assistant

January 6, 1987

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95836

Subject: DOE/EIS-0128

Dear Sir:

Shasta County has reviewed with great interest and concern the draft Environmental Impact Report for the California-Oregon Transmission Project; in particular, areas that are within Shasta County, proposed for construction of new 500KV transmission lines.

- A** — Our preliminary comments are that the EIR document is inadequate because it fails to assess the transmission route alternative recommended by the Shasta County Planning Department in a letter to Ms. Laura Edlin, Public Affairs Director, dated November 7, 1985. The Shasta County General Plan strongly supports protection of all types of resource lands, including timberland, agricultural land, wildlife habitat, etc. Preliminary environmental studies prepared by Shasta County indicate that the current transmission route lines pass through very productive timberlands. If the transmission line is 200 feet wide, there will be a loss of almost 25 acres of productive timberland per mile of line. Much of this loss can be eliminated by moving the line several miles east of the study area, as recommended in our November 7, 1985 letter. This would place the line near the location of the existing PG&E gas line route, and would follow the hills along the west side of the Fall River Valley. The dominant vegetation for much of this area is sagebrush and junipers. Timber production in this area is not considered prime because of the presence of lava formations in the area. It appears that the overall impacts from locating the line to the east would lessen the impacts listed in the draft EIR for the currently proposed route. Impacts such as loss of prime timberland, short term construction impacts on steep slopes, remote access areas requiring new roads, valuable wildlife habitat associated with the Pit River Canyon and impacts to the most sensitive area of Shasta County concerning cultural resources, would be avoided or lessened.

Shasta County will submit additional comments, of a more technical nature, concerning the draft EIR within the review and comment period.

Yours truly,

Abe Hathaway

Abe Hathaway
Chairman

- A** The lead agencies understand the position of the Board of Directors. See response to T-108 A.
- B** See response to T-108 A.
- C** See responses to T-69 F and T-108 A.

This is a detailed topographic map of a region in North America, featuring a grid system, contour lines, and various geographical features. The map includes labels for "LUSSEN" and "LUSSEN" (likely a typo for "LUSSEN" or "LUSSEN"). The map is oriented with North at the top.

T-113

Timberlands
P. O. Box 849
Eugene, OR 97440
503-687-4647



January 7, 1987

Environmental Coordinator
Calif.-Oregon Transmission Project
P. O. Box 66097
Sacramento, California 95866

Good afternoon ladies and gentlemen. I am Tom Lackey and the Manager of Real Property for Champion International Corporation on the West Coast. My office is P. O. Box 849, Eugene, Oregon 97440. (503) 687-4731

I have two main concerns with the EIS for the California-Oregon Transmission Project DOE/EIS 012: SCH #85040914, dated November 1986.

First is the location of the preferred route and the alternative routes studied. I would like to refer to the Forest Land Policy and Management Act of 1976, known as FLPMA 76, which is Public Law 94-579. Title V Section 503 is entitled "Right-of-Way Corridors" and reads as follows:

Sec. 503. In order to minimize adverse environmental impacts and the proliferation of separate rights-of-way, the utilization of rights-of-way in common shall be required to the extent practical and each right-of-way or permit shall reserve to the Secretary concerned the right to grant additional rights-of-way or permits for compatible uses on or adjacent to rights-of-way granted pursuant to this Act. In designating right-of-way corridors and in determining whether to require that rights-of-way be confined to them, the Secretary concerned shall take into consideration national and State land use policies, environmental quality, economic efficiency, national security, safety, and good engineering and technological practices. The Secretary concerned shall issue regulations containing the criteria and procedures he will use in designating such corridors. Any existing transportation and utility corridors may be designated as transportation and utility corridors pursuant to this subsection without further review.

This Act was directed to the Secretary of Interior and the Secretary of Agriculture for the Forest Service. The regulations for the Bureau of Land Management are in 43 CFR Subpart 2806 and the Forest Service regulations are in 36 CFR Part 219. These regulations contain the same criteria in selecting right-of-way corridors as contained in FLPMA 76.

A [The criteria contained in the EIS for this proposed project in selecting the routes to study were mainly reliability and costs. The EIS states

A&B See responses to T-103 A and B.

T-113 (continued)

Champion International Corporation

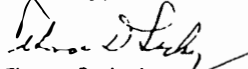
Calif.-Oregon Transmission Project

January 7, 1987
Page 2

- B** [that "a minimum separation where possible of 5 miles between the existing AC intertie lines and a new 500 KV line North of Redding". This is in direct conflict with the congressional mandate of FLPMA 76. There is no way that any of the routes studied in the EIS could comply with the congressional intent minimizing the proliferation of separate rights-of-way. If the Forest Plans allow any one of these routes to be utilized then the Forest Plans should be appealed.
- C** [I would suggest that the Transmission Agency look at routes adjacent to existing corridors, in particular the route at the existing DC line.
- D** [My second concern is with the economics of the Project. The Lewis County PUD #1 of Chehalis, Washington, which is between Portland and Olympia, has applied to the Federal Energy Regulatory Commission for a license to construct and operate a hydroelectric facility on the Cowlitz River near Morton, Washington. In their EIS they state that Bonneville will be unable to supply their needs for power beyond 1992. This leaves me confused. If BPA cannot meet the needs of its customers in the Pacific Northwest, how will there be surplus power to ship to the Pacific Southwest? Maybe I'm not too smart but someone should explain to me where all the surplus power is coming from that will utilize this proposed transmission project.

Thank you for the opportunity to make these few comments.

Sincerely,



Thomas D. Lackey
Manager, Real Property

m

- C** See response to L-177 A. A DC version is discussed in Section 2.5.1.1, page 2.5-5, Volume 1 of the Draft EIS/EIR.
- D** See response to T-67 B.

T-114

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

A [WE ARE OPPOSED TO THE C.O.T.P. PROJECT IF
CORRIDOR N-9H IS CHOSEN AS A ROUTE FOR THE
POWER LINES WE ARE LANDOWNERS WITH THE PRESENT
B [POWER LINES CROSSING OUR PROPERTY. ADDITIONAL LINES MAY
MAYBE WELL CROSS TOO CLOSE TO OUR HOME SITE. THE EASEMENT
ALLOWANCE WOULD DEFINITELY RUN THROUGH OUR BUILDING SITE
IF ADDITIONAL LINES ARE ~~ADDED~~ ^{BUILT} ON OUR PROPERTY. AS
THERE ARE FEW OTHER BUILDING SITES ON OUR PROPERTY,
AND AS OUR SEPTIC SYSTEM & WELL ARE ALREADY
ON THE PROPERTY & APPROVED BY THE COUNTY, BUILDING
POWER LINES ON OUR PROPERTY WOULD RENDER IT
USELESS TO US.

Katharine Garrison
Dennis Garrison

Hearing Date: JANUARY 7, 1987 1:00 P.M.

Location: REDDING CIVIC AUDITORIUM

Name/Address: KATHARINE & DENNIS GARRISON
11543 CENTER ST.
REDDING, CA 96001

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

A Your opposition to alternative route segment N-9H is noted. N-9J is the preferred route in this area.

B See responses to L-184 A and T-82 C.

TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

---oOo---

Public Hearing Re:

)
)
) Draft EIS/EIR for the California-Oregon
) Transmission Project and for the Los
) Banos-Gates Transmission Project;
) Transmission System Reinforcement
) Facilities planned in the Pacific
) Northwest.
)

---oOo---

Dorris, California

7:00 p.m.

---oOo---

January 7, 1987

Reported by:

Jan L. Benedetti
CSR No. 4643

T-115

DORRIS, CALIFORNIA, WEDNESDAY, JANUARY 7, 1987, 7:00 P.M.

Introduction to hearing presented by the Transmission Agency of Northern California and the Western Area Power Administration hearing representatives. Please refer to the Klamath Falls hearing transcript for text of introduction.

With that, I think that I would like to ask Norma Prye and Roger Meagher. Roger, if you will go over near J.; and Norma, make your way over to the microphone.

MR. MEAGHER: May I be positioned further down towards the end of the list.

MR. BECK: Sure.

T115 - NORMA PRYE:

My name is Norma Prye. I am a member of the Siskiyou County Board of Supervisors, I am sure that everybody here knows me.

At last night's meeting in Yreka, our Planning Director, Mr. Bob Sellman, presented a document, statement, to the California-Oregon Transmission Project stating that it appears that your draft documents are in order and should be filed. However, the Siskiyou County Board of Supervisors continue to oppose the proposed routes presented in your Draft EIS/EIR of the California-Oregon Transmission Project.

If the project is deemed as a viable need, then the project people have two major obligations to the citizens of both Siskiyou and Modoc Counties. The first is to use the John Cross far eastern route.

You will have to excuse me. I have had a cold for a week and I lose my voice periodically.

This route was outlined by Mr. Cross and it was presented before your group before your draft document was written and it is certainly a shame that that was not included as part of your alternatives.

The second is that not one acre of farm or ranch ground be invaded by this project. Now, if the project people choose Mr. Cross's route -- and I certainly hope that you do -- then I would hope that you would be able to make a public statement to this effect; and then we would have not more need for any of these meetings and we can all get on with our business of trying to make a living on these farms. And that's pretty difficult to do right now. So, hopefully, my comments will be interjected into your project and be given some consideration.

There was another route presented by Southern Pacific Company, Mr. Jim Nile, that would not interfere with any of our counties and it would skirt the foothills of the Sierras and it would be certainly a viable route. And I would certainly hope that you would consider that also.

Thank you.

A Comment noted.

B See response to L-330 H.

C The proposed routes minimize the crossing of agricultural land as much as possible. See response to L-330 G.

D The route suggested by Mr. Nile was considered. This route would require crossings of the existing AC Intertie lines by the COTP line. These crossings are considered unreliable, and because of the importance of the reliability concerns of the COTP, the route was not selected as the preferred alternative. See response to T-69 F.

T-116

MR. BECK: I have Judy Harrington and Don Micka. Judy Harrington, please come up. Don, if you would, wherever you are, go next to J. and be next.

MR. MICKA: I would just as soon pass at this time.

T116 - JUDY HARRINGTON:

I have done a little reading here and there and I did write the University of Davis, James Beaumont, Ph.D., in regards --

MR. BECK: Excuse me. Would you please give your name and address for the record.

MS. HARRINGTON: I'm sorry. Judy Harrington, Box 127, Dorris.

MR. BECK: Thank you.

A MS. HARRINGTON: Mr. Beaumont or Dr. Beaumont wrote me back. I won't go into the whole letter, but he said: Unfortunately, there is very little evidence at this time to say one way or the other whether electromagnetic radiation causes leukemia.

I am very concerned about that. I have a child that has recovered from leukemia.

A few studies have suggested that it might, but, in my professional opinion, the studies completed so far have not been good. Because of the safety question, I, personally, would not live underneath high-voltage power lines. The electromagnetic fields diminish very quickly with distance, however. There are many scientists interested in the leukemia question and I suspect that good studies will eventually be published.

I have come across articles in medical magazines on the radiation from these power lines. They cite, in one study, there were 344 children who had died of cancers in Denver between 1950 and 1973, with an equal number who hadn't. This doctor had found the victims were more likely to have lived near high-current electric lines.

And it goes on with other studies. A study in the Maryland Department of Health and Hygiene found an unusually high percentage of electricians, electronic engineers and utility repairmen among 951 men who died of brain tumors. A similar study from Washington State found workers exposed to various intense electromagnetic fields were two and one-half times more likely to suffer acute leukemia than the general population.

I agree with their conclusion of why these problems persist. The problem is that government agencies and the industries controlling the funding of the biological research are the same ones that are promoting or using the technology; and there is a conflict of interest.

I will conclude. The side effects from the radiation from the power lines on the populace have not been adequately studied to pursue this project.

B I have one question. Out of all the brochures that we have received, this one, December '86, has -- in your glossary,

A See responses to L-310 L, L-330 F3 and SL-51 A. See also Section 1.2.3 of Volume 1 of this Final EIS/EIR.

T-116 (continued), T-117, T-118

B there is a one 1,000 kilovolt DC line down the center of this tower, is that correct? You have got 500 kVs on the ends, and you have got 1,000 kV volts down the middle. That's not correct? What is in here?

That's a million volts. I am real concerned about that. Thank you.

MR. BECK: I have Don and Linda Micka. Linda.

T117 - LINDA MICKA:

I am Linda Micka. I live on the California-Oregon line. My address is Midland, but we are more Butte Valley-oriented.

A At the risk of being misinformed, I didn't read the Environmental Impact Report, but I do have one, just one, question. How can you file of make and Environmental Impact Report that will, in fact, have such an impact on our environment and never set foot on the land?

I realize that there was an air photography thing over the Butte Valley area that was quite intensive. I see you are still using 1981 maps, which is an improvement over the 1954 ones at a previous meeting. But we have never been contacted and had anybody personally walk these areas to see the wildlife, the kind of areas you are talking about putting this line across.

B From your own economic standpoint, there is several places that, if the alternative route through Butte Valley went through, you are in real trouble, because you haven't been there in the winter. And some of that ground that this line goes right through is under six to eight feet of water. And I have never seen anybody out there.

It looks to me, to file a report that would be effective for your employers and for the environment, that some sort of on-base, personal look, "I see it," would be in order.

MR. FEIDER: Could you help us out a little bit and maybe indicate which route you are specifically referring to.

MS. MICKA: Okay. I am talking about the route that comes through Keno, through what is known to us as Island Acres and down through Butte Valley.

MR. FEIDER: Okay. Thank you. Don Micka.

MR. MICKA: I pass.

MR. BECK: Was there another name on the list?

T118 - ROGER MEAGHER:

My name is Roger Meagher, PO Box 350, Dorris. I am with the concerned citizens group that we were blatantly advertising out here in red today.

We have been working very closely with the citizens of Butte Valley, as many as we can touch, and also with the transmission people. I have to say this in behalf of the folks that are here. The people that we have dealt with with the transmission people have been very cooperative. They have a job to do, but we have a more important concern, and that is, protect

B The glossary in the December 1986 newsletter defines a Kilovolt as 1000 volts. The Pacific Northwest-Pacific Southwest Intertie (Intertie) is also listed in the glossary and refers to two 500 kV AC transmission lines and a 1000 kV DC transmission line. The 1000 kV DC transmission line consists of two "poles," one at plus 500 kV DC and the other at minus 500 kV DC. The voltage between the two "poles" is, therefore, 1000 kV DC. The 1000 kV DC transmission line is not located between the two 500 kV AC transmission lines. The map on the cover of the newsletter illustrates the relative location of the lines.

A Not all of the alternative routes through the Butte Valley have been walked. There have been aerial surveys, contacts with local wildlife managers, and some field work. The 1,500-foot study corridor width was designed to allow flexibility in the siting of the 200-foot right-of-way. Before final siting of the centerline for the Project, several on-the-ground surveys will take place, including one for biological resources and one for cultural resources.

B Comment noted.

T-118 (continued), T-119

our valley. And that's why we are here.

I kind of waited until the end here, as far as the public comments, just to kind of summate what my feelings are. And that is that we want to go and keep the valley clear of the transmission lines. There is no question in our minds that that is what we want to do. Butte Valley has no need for them, from the economic standpoint, environmental standpoint.

We only hope that we can hear from you folks soon that you have chosen the John Cross Route. That's the one the County has wanted to have go through ever since the onset of this whole program. So what we need to hear from you is, when are you going to let us alone so we can go back to our living?

I thank you again.

MR. BECK: The last speaker's name that I have is Andrew Gigler.

T119 - ANDREW R. GIGLER:

I am Andrew R. Gigler. And I really don't feel right to be here tonight because I have attended the other meetings, but I -- I did miss the meeting -- okay.

I guess I better say, Andrew R. Gigler, Klamath Falls, Oregon, 4230 South 6th Street.

And I don't want this to be repetitious, but I want to sort of try to help these people to save their beautiful valley here, this Butte Valley.

I think I am well qualified to appear at these meetings. I am one of the oldest stockholders, both preferred and common stock, in the Pacific Power & Light Company. I used to think that these power companies were a wonderful thing. About the only reason I keep this stock over the years is so I could feel free to appear against these power companies who have pretty well raped the West and America.

Now, I have been in the health food business for -- and the field of health, human health, for over 40 years. I have been in the sporting good business for 45 years. It's put me pretty well in the environment. You don't escape the environment with human health.

And I want to thank Ms. Harrington for bringing the health issue up again on this, which is so important. I have tried to enter the health hazards on these power lines for over ten years now. And nobody has ever brought this point out except me. And usually, the news media thinks it's so insignificant that they always miss that part.

Now, to start with, this is the -- I think most all of you people have seen the Environmental Impact Statement. Now, I've fought environmental issues for a good part of my life. I know it costs a lot of money to put out crap like this. This is absolutely the most ridiculous crap that I have ever run into in environmental impact statements. This is my belief.

I think it's -- I missed one book. There's another one. They look pretty, but --

MR. BECK: Mr. Gigler, could I ask you to address the

A Your opposition to siting the proposed transmission line through Butte Valley is noted. Butte Valley is not part of the preferred route.

B See response to L-330 H.

T-119 (continued)

issues that you would like to --

MR. GIGLER: Don't tell me what to do. You just mind your own business. I am dealing with these people here that is going to suffer from your type of operation.

MR. BECK: Try to keep your comments focused on the issues, please.

MR. GIGLER: Well, the issue is power lines. And don't interrupt me. I will go on here, as I should, before I was interrupted here, rudely interrupted.

The burden of proof of 500 kV lines, or more -- you don't need to copy this, because you already got it, but I just hope to get some of this in here for these people -- lies in the hands of the power transmission industry, not in the hands of the people.

The little published hazards of electric power transmission lines are quite normal of the short-sighted, materialistic greed of the corporate giants. This is nothing less than criminal.

All health hazards should be properly addressed in the Environmental Impact Statement. To not pursue all the health matters in the field of biological effects would be immoral and illegitimate.

Running these 500 kV lines and already planned 1,500 kV lines is only using this whole area as guinea pigs, in turn, and could turn rich farmland into wasteland when the true health hazards of these lines are studied. Further, not by the power companies, as these reports were put out by, but private, unbiased research. I challenge the wisdom of semi-secret government and industry decision-making.

Since cancer and cardiovascular diseases are taking a number one spot in death rate in America today, they are increasing at catastrophic per capita rate, faster than any other 20th century degenerative disease, it is time to stop this concept of energy at any price, and instead adopt policies of conservation, rather than waste. We must balance between the ill-planned forces of industry and a livable environment and curtail such sledgehammer threats as power of eminent domain.

Klamath, Butte Valley and Tulelake area interests should not be sacrificed to the electrical power needs of the metropolitan areas in the south hundreds of miles away. Field pollution, which surrounds all of us in the form of high-voltage power lines, is a health threat to all.

Now, as I have been close to health, what is -- I am not blaming the power companies, but this is part of it. You are not -- what we have come up with, what I refer to field pollution, and this is candidiasis. There is a epidemic of candidiasis throughout America, precursor of all our degenerative diseases. It isn't being told by the medical profession much, but it certainly is being recognized. It's caused some things like this.

Now, as I conferred with a very famous allergist and a doctor on candidiasis a while back, he said we aren't safe within 30 miles of these 500 and more kV lines. There is -- I mean, you know, you have to talk about field pollution, the ozone and all the other kind of crap that comes off of these lines. And there

See responses to L-310 L, L-330 F3, and SL-51 A. See also Section 1.2.3 of Volume 1 of this document.

This comment is the same as comments T-33 E, L-243 C, and L-310 M2 made by the same person. See responses to those comments and to L-3 S and L-322 B.

We are unable to evaluate candidiasis and powerlines, since no research has shown a connection.

T-119 (continued)

C | is plenty of it.

Now, if you have got to wait for industry to tell you about this stuff, it's going to be like Silent Spring, Rachel Carlson told us so well: That we will go out some morning and everything will be silent. There will be no birds, there will be no people.

And it's well evident today we have an ozone area the size of the United States that appeared suddenly in the South Pole. I mean, it is a concern of scientists and stuff like that. But it isn't a concern to these greedy people that seem to be wanting to put in these power lines.

Power at any price. The hell with the people. It says right in here, in the impact statement, that it's -- you know, you have to outweigh what's more important, power or people. It is -- is that right or wrong? See. I can't name the -- well, I will look it up if you want me to look it up for you.

And this is the concept that they take. It -- they could care less. I mean, they are after their money. They are money changers, you know.

Now, it's well spoken in here. They do say, about the bees, it does kill the bees. You see, it kills the ladybugs, it kills the pigs, you know, and the mice have a lot of problems, and so does people. Now, I will just read one sentence here.

D | As for human health, from the effects of these lines, according to the Kovobkova study -- you can copy it. This is the Russian study. Out of 550 long-time workers at 500 kV Substation who wore no protective clothing, this revealed such effects as shattering of the dynamic state of the central nervous system. That's where your candidiasis comes in. It tears our immune system down.

And I hardly have to get into the story of AIDS, but it's all connected. When your immune system is default, that's what candidiasis is, you have AIDS. It isn't just exactly the same kind that the guys in San Francisco have, because they have a virus. This here is a fungus.

But the end results are the same. I didn't repeat that the other day, but I am going to repeat it again. The end results are the same. It's the precursor of all diseases. And death is at the end.

Now, I am going to wind this up. I do have enough documentation. I don't know. I hate to give it to these guys. But if anybody wants some, you can have it. Okay. They minimize the ELP reports, I have a copy of the ELP reports. Okay.

E | There was somebody, I think, mentioned something about environment here tonight. And here is a real good one of the ducks. You know, they sure have a bad time messing around these 500 kV lines. You want to remember this, you know, when I first started fighting 500 kV lines up in Oregon -- and I don't want Oregon to turn into an energy factory for these people in California. I think, Oregon for Oregon. Because power, public power, electricity, is a very valuable commodity.

G | And with that, to me, it's like money. If you keep the money up here in Oregon, you will have the people. You have to fight the people off, almost. And this idea of making an energy

D | See responses to T-33 F and T-33 I.

E | See responses to L-310 L, L-330 P3, and SL-51 A.

F | See responses to L-117 C and L-157 I.

G | For a discussion of the many project benefits to the Northwest see the response to L-329 A.

For a discussion of why fewer, not more, resources will be required see the response to L-3 T.

T-119 (continued)

G farm out of Oregon. And, you know, you don't get a heck of a lot of good really out of these guys. And when they commit themselves to this power down there in California, you have had it. They are going to ship this stuff down there whether or not -- it doesn't matter whether there is any water up here or not. They are going to get that -- all they care about is power. Because power is money. You hear that?

Okay. Here was another one. Hazard at -- High Voltage Lines Hazard at Any Distance. Now, the other night, there was quite a few spray pilots down this at Tulelake, I couldn't talk too much about poisons. But there's no safe doses of poison. No safe doses.

H I already heard here tonight that these emissions off of power lines dissipate very quickly. But I will give the same statement again and I won't take any back seat: That there is no safe dosages of any kind of emissions from these power lines. And goodness gracious, in here, in these environmental impact statements -- and I want to thank all of you guys from the power company that went to all the trouble to put out this crap -- that it certainly tells you enough about keep away from those sprinkling systems, keep away from those fences and stuff like that. Because you can get electrocuted. You can get a 500 kV jolt through your gizzard and you are fried for good.

I Okay. High Voltage Overhead. There's another one. You know, you can -- there's packs of this stuff everywhere. I mean, there's all kinds of information that's good on this. But guys like me have to fight from the skin of my hind end. I am not on any payroll. I didn't get paid to come down here tonight.

All of these guys got paid. This guy up here trying to tell me that I couldn't say nothing hardly. He is getting paid. I am not getting paid. Okay.

Did you see this? Danger High Voltage Overhead. Then here is some little excerpts out of this book here. I have had it, I guess, for ten years. There is a lot of other ones. You can get them anyplace, in these little book stores.

UNIDENTIFIED SPEAKER: You can get it at the public library in Klamath.

MR. GIGLER: What?

UNIDENTIFIED SPEAKER: You can get it at the public library.

MR. GIGLER: You don't even have to buy it. Sure, if you don't have the money -- you know, the power rates you are paying, you probably don't have the money, power and taxes, you know. So just go to the library. Or I will loan you the book.

This is by -- forward by Stewart Udall and written by Louise B. Young. I think it's just about as much an authority as anyone. It tells all the health hazards in there, tells plenty of them. It's about all you need. I think everybody -- if you want it bad enough, I will buy everybody in here one of these books. Shoot, yeah. If you will use it. I won't give it to you just to sit on it.

But I do thank you. And thank you, Commissioners, very much.

H See responses to L-310 L, L-330 F3, and SL-51 A.

I See response to L-330 G3.

T-119 (continued), T-120

MR. BECK: Thank you very much.

Are there others from the public who would like to speak?
Yes, ma'am.

MR. GIGLER: Pardon me, Mr. Commissioner, I might just interject one thing.

I am vehemently opposed to any more 500 kV lines. But if it has to be, I would accept very reluctantly the John Cross alternative, but that would only be it.

MR. BECK: Thank you, Mr. Gigler.

Why don't you, both of you, head over that way. Name and address for the record.

T120 - PENNY ERICKSON:

My name is Penny Erickson. My address is 6712 Shady Dell Road, Macdoel, California. The route that would affect us is down the central corridor, the eastern route.

I must agree with Linda Micka. The poor guys that were trying to find out where the route would go came down onto our property one day last summer lost. The route that had been picked aerially was totally inaccessible to trucks. They hoped to heavens, to quote them, that they would never have to come back there again, because it was so rugged, so rough -- and they were there in August. Obviously, there is a problem with the sitings on the lines.

At the last public meeting, I spoke, and will be submitting in written comments a report that I have done much study on concerning the health hazards and the environmental hazards of the power liens.

I must agree entirely with Mr. Gigler. The studies that tell you that there is no danger, that the deer herds will travel underneath the lines and that the cows love to feed underneath the lines and that there are absolutely no problems have, to a one, been done by either the Bonneville Power Administration or something called the Electrical Institute of America, which is funded by Cal Edison, PP&L and other major power companies.

They want you to feel that this is safe. The bottom line is, they just don't know. And, in the meantime, they would like to make a great deal of money by shipping all this power to the south and they would like you to believe that the raptors will nest on top of them and that everything will be fine.

Studies by independent universities, including Temple University, New York City College and other people who don't have a paycheck to draw show that there is, in fact, no safe level of electrical dosage. There are ozone factors to be considered, which is using up our atmosphere at a rather high rate. There are electrical fields that are given off by lines that are even lower kilovolts than 500 that do, indeed, affect the nervous system of mice.

Now, we are not mice. But we are vertebrate and we are mammal, and there are a great many similarities between our nervous system and the nervous system of a mouse. Do we want to

Your support of the John Cross Alternative is noted. See response to L-330 H.

The ideal location for a transmission line for a construction point of view is in areas that are easily accessible and lend themselves to opportunities for maintenance. However, these areas are usually either well-populated or well-traveled. COTP efforts to locate the transmission line away from the viewing public caused some routes to be evaluated in areas of more difficult accessibility.

See responses to L-310 L, L-330 M1, and L-330 F3.

T-120 (continued), T-121

B take that chance? Do we want to have the chance of ill health for us or our children or our children's children because of this line? My answer is no.

C And because I live in the country, I want to keep those animals healthy, too. That is a large part of the reason we live in Butte Valley, because of the wildlife and the natural beauty.

D One other consideration that is not brought up very often is, do we want to look at this thing for the rest of our lives? In the book about the power line that Mr. Gigler showed you, the people who were going to be affected by the power line were told by the power company officials: "Don't worry about it. After a while, you won't even notice it's there." And the frightening thing about human beings is that he is right.

After a while, we won't notice it's there. And then perhaps there will be another line and perhaps there will be four lanes on our highway, and we won't even notice. But inside, our souls will be less for the fact that my child won't be able to go out the front door and look at a beautiful sunset or see the birds flying over or see a herd of deer coming across the valley, because there will be a great, big, nasty, dangerous, ugly power line in the way. And I don't think we need it.

Thank you.

MR. BECK: Thank you.

The gentleman here, please state your name and address for the record.

T121 - ROY THIEL:

I am going to try something different here. I think you can all hear me. Can you hear me much clearer now. I have set back there for quite some time and found it quite hard to hear the accoustics in here with this. And I use it many times a year, anyhow.

MR. BECK: Could you give your name and address.

MR. THIEL: My name is Roy Thiel, in case you don't know me. I speak as an individual, not as an elected official. What I am going to say now are my own personal opinions.

I have been to five of these meetings, Klamath Falls, Keno, Tulelake, someplace else, I guess, here, and tonight makes the fifth. My personal opinions are that, in attending all of these meetings, I don't think anybody at any given time has ever said they are against progress. What they are saying is, if we are going to have progress, put your progress in the right perspective.

There is already a perimeter that has been suggested that's going to be off over to the side where it isn't going to bother the birds, the eagles, and it's over to the side.

Now, for whatever reason they have of not particularly being interested in that --maybe it's a cost item -- what I am saying is, as an individual, I have a lot of friends in this valley that are trying to survive, struggling with power bills that are absolutely prohibitive.

They have -- if these power lines go through their farming

C See responses to L-310 L, L-330 M1 and L-330 F3.

D See response to L-175 D.

A Comment noted.

T-121 (continued), T-122

A community, they have to break their wheel lines in half, they have to change their pivot lines, in order to irrigate the land that they are just barely able to struggle to hang onto. And many of them aren't. We have in our valley right now -- in case you are not aware of it, we have something like 27 foreclosures on farm property that has been here for years and years and years.

Now, if this great power line that's going down to Southern California -- and it is progress -- comes through and creates more of a hardship for the farmer, whether it goes through his feed lot of his alfalfa or his oats -- and I asked the question on numerous occasions that there are several tests going on: What happens to magnetic field under the power line? What happens to the growth of the oats and the alfalfa or the cattle? And I have never been able to get an answer.

However, I have been reading a lot of material since I have asked these questions at the various meetings. Do potatoes grow better under a magnetic field? No. Do oats? No. What effect does it have on cattle that's grazing?

So anyhow, to cut that short, you got the picture of what I am saying. We are a farm community. Farm is our economics. Without the farm, we are not going to have a valley.

C And I will reiterate once again. There is a proposed area over to the east of Tulalake that is going to go out through the non-farming community. And for good public relations from these people, it just seems to me it behooves them to go and put it over there. Don't get all of the farmers in Northern California and on down the line irate. Don't cause a big riot or whatever you are going to say. Why don't they put it in the proposed area that is not going to affect the eagles or the rest of the ecology in general?

D And I noticed in my notes here, I asked the question at the last meeting or two meetings: What is the bottom line of this big transmission line? Who, in the end, is going to pay for it? They told me.

And I don't know whether they are going to tell you tonight. But they told me two meetings, the consumer is going to pay for that power line, even though there is four or five companies involved. And I hope you correct me if I am wrong, but your predecessors have told me that this is the bottom line of it, the consumer is going to pay for it.

And right now, the consumer just took on a 4.6 raise as of January 1st in your power bill. And I think the consumer has consumed all he can possibly consume.

Thank you.

MR. BECK: Thank you very much.

Are there other members who would like to address us? Please, if you would, give name and address.

T122 - ROBERT H. EDGAR:

I am Robert H. Edgar, PO Box 8846, Dorris, California. I have a personal, a purely selfish, motive for being here tonight.

B See responses to L-330 F3, L-330 F13, L-339 C, and SL-51 A.

C See responses to L-330 G and L-330 H.

D See response to L-3 T and T-126 A.

T-122 (continued), T-123

A [I have a home site out here about two miles northwest of Dorris in Section 22, Range 48 North, Range 1 West. And we purchased that property about 30 years ago for a place to live and enjoy nature and the beautiful, majestic Mount Shasta. And your proposed Route 6-D is going right through my front yard. And I am not too pleased about that.

I have rather a large front yard. But I will not be an easy person to deal with to get a right-of-way through there. I will fight you to the bitter end.

That's all I have to say.

MR. BECK: Thank you.

Anybody else like to address us this evening?

T123 - ANDREW GIGLER:

Could I add two little items, please?

MR. BECK: Two little items.

MR. GIGLER: Thank you.

MR. BECK: That's one.

MR. GIGLER: I want to sort of straighten that guy out. I know he is serious about having that ground there for 30 years. But with the power of eminent domain, they just laugh at you. Because they are going to use your money to fight you. And so you might as well fold up your fishing tackle and head down for the check or somewhere like that maybe.

A [But I didn't quite finish that story on the little bees, which was mentioned many times in the Environmental Impact Statement. It does kill bees. It kills bees. It kills the ladybugs and all the friendly little bugs.

Without bees, this life on this planet wouldn't be here. It just wouldn't be here. There wouldn't be no people. Many of the bees are gone today. It's hard -- hard to keep them bees.

Here's what I wanted to say, and thank you for letting me say this. That a bee's life -- this is where they get you all the time on this human health. A human body lasts on an average of 70 years. Bees or ladybugs is only around two months, see. You can see them die.

But the last few weeks -- I guess that's why I am a little vehement here. I almost feel like taking off my shirt, how excited I am being up here. I feel bad. I hate to see this stuff go like this, how they just ride roughshod over you. That poor guy there thinks he is safe with that 30 acres out there just because he thinks he can fight them guys.

But I have had some very close friends die with cancer and heart attacks. See, this epidemic of degenerative diseases. The doctors haven't got any solution. The power companies haven't got any solution. It's time that it goes down back to the grass roots. The people has got the solution.

B [And damn it! If you don't want this power line in Butte Valley, don't let it come through here. I don't want to even see it over there in the John Cross alternative.

Thank you very much.

A Route segment N-6D was not included in any of the four northern alternatives (A, B, C, and D), and as such, is not currently under active consideration.

A See responses to L-309 E2 and L-330 FF.

B Comment noted.

T-123 (continued), T-124

MR BECK: Thank you. If there are no further oral comments to be received -- if you would, please.

T124 - FRAN RYAN:

I would like to make one short comment.

MR. BECK: Certainly.

My name is Fran Ryan. I am from Red Rock Valley, Box 44, Macdoel. I am speaking for the pilots of the area -- and not crop-dusting pilots, but the pilots who use planes for pleasure and for business.

And I have noted that the route that is coming through Red Rock Valley, you can see on the map, not only comes very close to my airport, but to two other airports of other people here in our area Tennant and Red Rock Valley.

It's probably an environmental question. I really don't know where the airport question fits in here, but we fly through the air, and things that are tall, like wires, are a hazard to all pilots.

We have been in contact with the FAA and the AOPA and other organizations that support pilots and regulate the regulations -- make the regulations for flying. And we have found that there are a lot of forms and red tape that the power people must go through before they can put that line through Red Rock Valley.

Putting a line through Red Rock Valley and putting our airport in jeopardy would take away our livelihood, for my husband flies in his business. He flies to the site and back occasionally, not every day. We fly to town for business and for groceries. Our neighbor just to the south of us in Tennant is a retired airline pilot building a beautiful home and flies in and out to work on his home. The lines would go right down his airport.

The third airport is at Kendell Ranch. I think you are all familiar with it. It would be quite close to the power lines. It would tuck it in between the mountains and the power lines, which would be very hazardous for flying. There are probably others of which I don't know.

But I hope that they will take in consideration the taking away of one's livelihood by putting a power line in proximity of an airport.

Thank you.

MR. BECK: Are there any others that would like to address us?

While you are giving thought to whether you want to come up and address us, let me invite anybody who has prepared any written comments, in the event that anybody did in preference to speaking to us tonight, to please bring them forward and leave them at the corner of our table tonight.

If you didn't prepare any written comments, but would like

A The Triple R, Randy (Ryan) Beckett, and Barter Airstrips are noted on Table 3.6-17 in Volume 2A of the Draft EIS/EIR. The routes passing by these airstrips are not part of the preferred route.

T-124 (continued), T-125, T-126

to prepare a written comment and would prefer not to make an oral comment, I believe we have comment forms on the table outside the door. J. is saying yes. So if there is something that you would like for us to be sure to have one of your thoughts for our process, please fill out a written comment form. You can leave it with us tonight. Same place, at the corner table, or you can mail it to us before February 3d date on which the record will close.

Can I ask you again to think if anybody would like to speak to us. Even so, I would like to sincerely thank you for your comments this evening.

Both I and the Western representative will review all of the comments we have received, both oral and any written that have been received. The comment period, as I said, ends on February 3d. Response to each and every comment will be prepared, whether it be in separate volume or as a revision.

We expect that the lead agencies should be in a position to determine that the final environmental document is complete sometime in July of this year. Agencies may then decide whether to carry out the proposed project, at which time the final decisions will be made.

Is there a question?

T125 - ROBERT H. EDGAR:

In the beginning, you made a statement about what the preferred route was. I missed that. Could you repeat that.

MR. PEIDER: The area between the Oregon and California border area in Redding. It's North Alternative Route D, as in dog. That is in the eastern corridor, not in the Butte Valley corridor.

MR. EDGAR: Thank you.

MR. BECK: Why don't -- we can -- we are all planning on staying around and answering any questions that you might have after this meeting is over. So we will be happy to do that. Let me take one more here real quickly.

T126 - ROY THIEL:

A I would like to ask you the same question I have asked at the three previous meetings.
Going back to that bottom line, even though this power is going to be transmitted to Southern California, who is paying the bottom line?

MR. BECK: The answer to your question is the same answer that you have received before. The consumers of the companies who are building the transmission lines will pay for it.

MR. THIEL: You are coming through here and putting your power line. You are not doing us any favors. We are doing you

A The COTP provides benefits to California and the Pacific Northwest electric utility ratepayers. The Participants in the COTP serve the majority of the electrical customers in California. The benefits and costs of the COTP will be passed to the customers by the individual utilities. With the diverse ownership, these benefits and costs will be spread over most of the electrical customers in the state. The economic analysis in Section 1.5, pages 1.5-1 to 1.5-13, of the Draft EIS/EIR concludes that there is a net economic benefit from the projects to California ratepayers after payment of mitigation costs. The BPA IDU Draft EIS addresses the net economic benefits to customers of electric utilities in California and the Pacific Northwest. Ratesetting techniques vary among utilities, however,

T-126 (continued)

A [the favor, but we pay for it. Is that correct?

MR. BECK: I would like to talk with you about that afterwards.

MR. THIEL: All right. Thank you.

A utilities generally employ rate setting mechanisms designed to apportion costs and benefits equitably among classes of utility consumers. Additionally, there are anticipated benefits in quality of service to consumers from the improved reliability of the overall power system.

For a discussion of the allocation of the COTP benefits, see response to L-3 T.

1 REPORTER'S CERTIFICATE

2 STATE OF CALIFORNIA)
3)
4 COUNTY OF SACRAMENTO)

5 I, JAN L. BENEDETTI, certify that I am a Certified
6 Shorthand Reporter for the State of California and that I
7 reported verbatim in shorthand writing the foregoing
8 proceedings; that I thereafter caused my shorthand writing
9 to be reduced to typewriting, and the pages numbered 1
10 through 39 inclusive, constitute a full, true, and correct
11 record of said proceedings.

12 AGENCY: Transmission Agency of Northern California
13 and
14 Western Area Power Administration

15 CAUSE: Public Hearing on Draft EIR/EIS re:
16 California-Oregon Transmission Project;
17 Los Banos-Gates Transmission Project;
18 Transmission System Reinforcement Facilities.

19 DATE: January 7, 1987

20 IN WITNESS WHEREOF, I have subscribed this certificate
21 in Sacramento, California on this 12th day of January, 1987.

22 Jan L. Benedetti
23 Jan L. Benedetti
24 CSR No. 4643
25

REGISTER TO PRESENT COMMENTS VERBALLY

NAME, AFFILIATION	ADDRESS, PHONE NO.
a. ① Norma Faye Sick. Co. Engstrom	
② Roger MEAGHER Concerned Citizens	Dorris 397-2226
3. Mr. & Mrs. [unclear]	Box 127
4. Judy Harrington	PO Box 127
x 5. Don M. [unclear]	Dorris Ca 96023 Dorris, Calif
6. Linda Muckew	P.O. Box 72 Midland Ave 97634
7. Penny Erickson	Macdon CA
8. Roy Thiel (Catholic?)	
9. Robert H. Edgar	PO Box 846 Dorris
10. Fran Ryan - speaking for [unclear]	El Dorado Box 40 Macdon
11.	
12.	
13.	

REGISTER TO PRESENT COMMENTS VERBALLY

NAME, AFFILIATION

1. Andrew J. Taylor

ADDRESS, PHONE NO.

423 S. 6th St.

Marionette Hall

2.

3.

4.

5.

6.

7.

8.

9.

10.

11.

12.

13.

T-127

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS RANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

A [EIR/EIS - Lack Health Statements
for Humans, Livestock, Crops.

A See responses to L-243 B, L-310 L, L-330 F3, L-330 F13, L-339 C, and SL-51 A.

Bearing Date: 7 Jan 87
Location: Dorris High School
Name/Address: RYAN A. MECHER
Pc Box 357, DORRIS, CA 96023

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

A

Why have not the proposed lines and proposed alternative lines been personally walked by the people making the EIS/EIR statements? Judging the environment from maps taken from air photographs taken from thousands of feet overhead is ludicrous. How many eagle nests were shown on these pictures? Were these pictures taken seasonally to show winter water and bird nesting areas? Were historical monuments located? How many endangered species were photographed from 2000 feet?

An EIS/EIR report of the cost reported by the COTP should involve intensive study of the ENVIRONMENT - not maps.

A

See responses to L-306 F, L-325 J, and T-117 A.

Hearing Date: Jan 7, 1987

Location: Doris, Calif

Name/Address: Linda Mucka

P.O. Box 72 Midland Ore 97634

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

T-129

1-7-86

Donna, CA.
RE: Cal-Gre Transmiss.
Report

Comment noted.

A

The Siskiyou County Board of Supervisors continue to oppose the proposed routes, presented in draft EIS/EIR, of the Cal-Gre Transmiss. Project.

If the project is deemed as a viable need, then the project people have two major obligations to the citizens of both Siskiyou and Marion Counties.

B

The first, is to use the John Cross for Eastern Ponds. The route has been outlined by Mr. Cross and was presented before the draft document had been written.

C

The second, is to not enclose one acre of farmland which land.

If the project people choose Mr. Cross route, and then make a public statement of fact, then we will have no need for more meetings such as these.

Hopefully, then, we can all go on trying to make a living.

See response to L-330 H.

See response to T-115 C and L-330 G.

Donna Gray
Rt. 1, Box 63F
Tulelake, Ca. 96134

T-130 (continued), T-131, T-132

E We are further opposed to this project because it is in prime timber country and will result in the permanent eradication of valuable and what should be a renewable resource.

Shasta County estimates that every mile of transmission line will result in the permanent removal of 25 acres of timber land.

F How can we measure this loss through the lives of our children, our grandchildren and subsequent generations?

Additionally, this project will be an ecological disaster on the Pit River Rim because of the destruction of the habitat, the erosion that will result when the ground cover is damaged -- we receive over 100 inches of rain annually -- and the insidious damage from opening the area to further human intrusion.

We have the following recommendations:

G First, move the project to Eastern Shasta County as recommended by the Shasta County Board of Supervisors.

H Or, return to the original EIR Route, N-8E, using the existing transmission route that has already damaged the country.

I Or finally, shift to the west of our community and establish a new route in consultation with us.

In summary, we insist that N-8 Alt-1 be eliminated or be re-drawn.

We will cooperate in redrawing that route, but we will not cooperate in the rape of our homes, our life savings, and a uniquely beautiful area. Thank you.

MR. PUGH: Thank you.

The next speaker is Dale Heiss.

T131 - DALE HEISS:

I'm sorry. I'm not prepared to make a statement at this time. I'd rather put it down on a piece of paper and turn it in.

MR. PUGH: Fine, Mr. Heiss. Thank you, very much.
Steve Whitehorn?

T132 - STEVE WHITEHORN:

Good evening. My name is Steve Whitehorn. I'm a resident of Oak Run, within approximately a half mile of the preferred alternative route.

I'm a professional forester employed by Roseburg Resources in Anderson, California.

A I'd like to come out in opposition of this project in its entirety.

We feel, through investigations we have made with various agencies and other responsible people, that there is not a -- there is not a -- how should I say this -- documented need for power at this time in the California area.

Approximately in the year 1992 or in the near future when this power project would come on line, it is estimated that California will have a surplus of power.

B There are also several other projects -- anyway, there are

E Comment noted. Under worst case conditions where the full 200-foot right-of-way will be cleared for construction and operation, it is correct that approximately 24 - 25 acres of timberland are removed from production per mile of transmission line crossing the timberland. See response to L-179 C.

F See response to L-184 F.

G See responses to T-108 A and L-184 G.

H See response to L-159 O.

I Project Manager staff met with Mr. McCleskey on February 10, 1987, to discuss his concerns. See responses to T-130 A, L-159 G, and L-190 A.

A See response to T-109 B.

B The COTP Draft EIS/EIR considered other available projects. See the responses to L-306, L-344 and T-69 B.

T-132 (continued)

B several other projects that are also being considered to supply power to Central California.
 These are projects in Nevada, other projects in Southern Nevada, from Arizona. That will also supply as considerable amount of power.
 These projects reflect projects that are quite a bit less of an economical or -- economical -- they are much more economical, and they are a lot more environmentally sound than this one.

C We also question the future power availability from the Bonneville Power Administration.
 It's estimated in the near future that the northwest, because of lack of nuclear power from poorly-planned nuclear projects, will have an increased demand for hydroelectric power, thus Bonneville Power Administration will have an increased load from the Northwest and may not even be able to supply power for this project.

D Getting more down closer to home, I'd like to show this aerial photo to the two people here and to the audience.
 This is approximately a four square mile area in an area known as the "Flatwoods," which was conveniently missed by both of these aerial photos here.
 It shows three large currently-in-place power transmission lines, and I just wonder if these three transmission lines that are currently in place, added with the one that is planned, what kind of significant impacts these will cause?

E The COTP is presently planning an 80-mile long, 200-foot-wide clear-cut.
 I don't think anybody in this room appreciates clear-cuts. The forest products industry occasionally have to use them. But as prudent foresters, we would like to avoid them.

F The environmental documents represented only large timber preserved zone parcels as being commercial timberlands.
 In the Big Bend/Montgomery Creek area, there are numerous -- I don't even know how many parcels -- that are less than 160 acres in size that are not zoned TPZ and will drastically be affected by this project.

G It will take countless acres of timberland out of production.
 Timber is our main source of employment in the -- this part of the country, and we feel that there is no need for power lines to go through some of the highest-productive lands in the Big Bend/Montgomery Creek area.

H Our company, too, would like to see the route, if the route does go in, to go towards an eastern route that will impact timberland and other sensitive areas, such as Cache Creek, the Pit River. In order to reduce those impacts, we'd like to see it moved to the east. That's my comment.

C See responses to L-157 C and T-67 B.

D See response to T-109 G.

E The COTP will need to clear trees for the safe operation of the transmission line as required by Public Resource Code Sections 4292 and 4293. A clearcut is not planned; selective clearing will be done to the maximum extent practical.

F Comment noted. This information is included in Section 1.1.4 of Volume 1 of this Final EIS/EIR.

G To as great a degree as possible the preferred route has been selected to minimize impact to highly productive timberlands.

H It is assumed that the commentor is supporting a route to the east of the AC Intertie. See response to T-69 F.

MR. PUGH: Thank you.
 Vernon Joiner?
 MR. JOINER: No comment.
 MR. PUGH: Thank you.
 Gary Rutherford?

T-133, T-134

T133 - GARY RUTHERFORD:

A [My name is Gary Rutherford, Round Mountain.
The only comment I have -- the PG&E around Round Mountain has an existing right-of-way down there, and we understand this one is going to get another right-of-way.
My question is why don't they use their existing right-of-way they've got down through there?

MR. PUGH: Thank you, sir.
Joe Mazzini?

T134 - JOE MAZZINI:

Joe Mazzini, Box 330, Montgomery Creek, 96065, 916-337-6786.

My chief concern lies in Route N-8 Alt-1 and 2 that will run through an area in Shasta County known the Flatwoods and The Cove.

A [I agree with your preliminary EIR that N-8 Alt-3 is unacceptable.

It will cross too many archeological sites and have a negative impact upon the area.

B [I also agree with you that N-8E covers territory that is geologically unstable.

C [However, I am very concerned that no effort was made to address the prehistoric and historic activity that occurred along the proposed N-8 Alt-1 and N-8 Alt-2 route.

D [It also bothers me that you did not follow the excellent geology that forced you to abandon N-8E to abandon the N-8 Alt 1 route.

This route, which parallels Marble Creek is very unstable. The ground often moves as much as 50 feet in one winter. The removal of the ground cover to clear a right-of-way for a power line would cause the erosion necessary to create slides at the bottom of the canyon.

E [The area is undisturbed. The construction of a power line and its necessary access roads will open this area up to one of the most hated of all creatures -- the pot hunter

And in particular, I'm referring to the whole back area, which Charlie Crane will address in a minute.

F [Five archaeological sites have been recorded on the 160-acre Turner parcel, and one is right underneath the proposed N-8 Alt 2 route that crosses the Pit River in The Cove.

I would hope that the prohibitive cost of mitigating the sites along the lower portion of N-8 Alt 1 and all of N-8 Alt 2 would make you consider moving the route further west.

G [All the land on the east side of the Pit River along this route lies within the unstable Montgomery Creek formation.

Though the terrain is far more rougher to the east, the land is part of the very stable Klamath formation.

A fault runs along the east side of the Pit River and its existence should also be considered.

A The PGandE easement referred to in the comment is vacant only in the area of Round Mountain Substation and toward Cottonwood for about 10 miles. After that, the right-of-way is occupied by a PGandE line. It is our understanding that PGandE has plans for their vacant rights-of-way and therefore it is not available as a routing option for the COTP.

A Comment noted.

B Comment noted.

C The N-8 Alt. 1 and N-8 Alt. 2 routes were specifically examined for prehistoric and historic sites. On Table 3.9-4 (Volume 2A) of the Draft EIS/EIR, N-8 Alt-1 is rated as 4.0 on a sensitivity scale of 1 to 5 (5 most sensitive), and N-8 Alt.2 is rated as 1.0. This rating is based on examination of existing site records, and on an analysis of terrain and vegetational characteristics of the route and the resulting probability of finding archaeological sites. After the final route is chosen, archaeologists will examine the entire right-of-way on foot to search for previously unrecorded sites. Potential impacts to these sites will be mitigated by adjustment of tower and access road locations, scientific data recovery, or other methods if impacts are unavoidable.

D See response to L-184 F.

E Damage to archaeological sites by collectors and vandals is considered an indirect impact of the transmission line construction. The COTP staff will apply the same measures to mitigate indirect impacts as to direct ones (such as tower or access road placement through a site). The cultural resources route survey completed prior to construction will cover the entire right-of-way, not just the access road and tower base locations in order to identify inadvertent impacts to sites. In addition, the use of existing roads will be emphasized, and roads not needed for operation or maintenance purposes will be put to bed and closed. Road closures can be used to reduce the potential for vandals or collectors to destroy valuable archaeological and cultural sites.

T-134 (continued)

- F** A new routing option (North 4) was analyzed in the Supplement to the Draft EIS/EIR that is approximately 1/4 to 1/3 mile to the west of a portion of N-8 Alt. 1 and N-8 Alt. 2. This option would cross fewer prehistoric archaeological sites and has been incorporated into the Project preferred route. See also response to T-134 C.
- G** See response to L-184 F.

T-134 (continued), T-135

Thank you for addressing these concerns. Now, I've submitted a longer, more detailed, and confidential report to Nancy because I didn't want to expose specific areas to the chance of archaeological pot hunting.

MR. PUGH: Charlie Crane?

T135 - CHARLIE CRANE:

Charlie Crane. I live in Montgomery Creek, Post Office Box 207.

My main interest is that N-8 Alt 2 is that as Joe Mazzini stated, the whole back side there never has been any recording or archaeology test made over there.

But being raised here, I know where there are sites over there that are coming right basically under where that line comes -- where it's routed now.

And then, on the Marble Creek side, in that end of Marble Creek, that whole area on both sides of the river are known sites, and some of them unknown to a lot of people -- they're not acquainted with that area.

And so, it's my opinion that it's not needed. I think it's time to start thinking of people that were here before we were, that took care of the land, instead of having the greed, basically, and money.

And one parting shot. I think it's time that all people should start thinking of conserving energy and water, and start waking up to the fact that there is only a certain amount of this here, and we better start taking care of it without destroying what little we have left. Thank you.

MR. PUGH: Thank you, Mr. Crane.

Mr. Fessler?

MR. FESSLER: No need to speak now.

MR. PUGH: Joseph Bertagna.

MR. BERTAGNA: I wish to have mine in written comment.

MR. PUGH: All right.

Robert Webb?

MR. ROBERT WEBB: I don't need to speak. Thank you.

MR. PUGH: Do we have any other sign-ups? That's all I have here.

We thank you for those oral comments.

A Comment noted. See response to T-134 C.

B Comment noted. See responses to L-3 S and L-159 A.

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STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss.

That I thereafter caused my shorthand writing to be reduced to typewriting, and the pages numbered 1 through 25, inclusive, constitute a full, true, and correct record of said proceedings:

**CAUSE: Public Hearing on Draft EIS/EIR re:
California-Oregon Transmission Project;
Los Banos-Gates Transmission Project;
Transmission System Reinforcement Facilities**

IN WITNESS WHEREOF, I have subscribed this
certificate in Sacramento, California, on this 26th day of
January, 1987.

CAPITOL REPORTERS (916) 446-2757

ROUND MOUNTAIN

11/7/87

REGISTER TO PRESENT COMMENTS VERBALLY

NAME, AFFILIATION

ADDRESS, PHONE NO.

1. DALE MCCLESKEY

P.O. BOX 324, A 96011
DICK BEND

2. DALE HEISS

P.O. BOX 128, A 96011

3. STEVE WHITEHORN

100125 OAKRIDGE 96069 472-3157

4. DENNIS JAMES

1046 Big Bend 96011-337-

5. GARY Z. RUTHERFORD

P.O. BOX 14, Round Mt, 96011

6. JOE HAZARD

Box 330

7. CHARLIE QUINN

Montgomery, CA 96065

8. TERRY HAZARD

P.O. BOX 133, H.C.

9. BARRY BERGER

Round Mt, P.O. Box 337, 96011

10. ROBERT KENTONWEBER

11. FILLISY RD BOX 245

11. _____

12. _____

13. _____

WRITTEN COMMENT FORM
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

A Once again I find myself expressing
B concern over the intrusion of this beautiful
C home. Clearcutting the corridor will create an
D adverse impact. Spraying the corridor to prevent
we-growth will degrade the water quality with
toxic herbicide runoff. Electromagnetic Radiation
with many questionable effects upon residents
off the line. Audible noise/buzz/hum
invading the peacefulness of the area.
There are many reasons for intense
opposition to this proposed project's
route. Please be sensitive to the
lives of those who will be living
near this transmission line. Thank you!

A It is acknowledged in the Draft EIS/EIR that the Project would impose adverse visual impacts along portions of the alternative route segments. The mitigation measures described in Section 1.1.5 of the Final EIS/EIR, a number of which deal with vegetation clearing and management, would substantially reduce or avoid visual impacts in many of these areas. However, not all visual impacts would be reduced to less-than-significant levels.

B See response to L-329 00.

C See responses to L-310 L, L-330 F3, and SL-51 A.

D See response to L-329 C1.

Hearing Date: 1-7-88
Location: Round Mountain
Name/Address: Todd Cory
Box 201
Big Bend, CA 96011

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

T-137

Dale L. McCluskey
P.O. Box 324
Big Bend, CA 96011
(916) 337-6920
(After 6:00 pm)

January 7, 1987

Ms. Laura Edlin, Public Affairs Director
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866

Dear Ms. Edlin;

I am writing concerning the California-Oregon Transmission Project (DOE/EIS - 0128, SCH # 85040914) of November 1986. I am one of seven owner/residents on the rim of Pit Seven. We are in the direct route of N-8 Alt-1. Our unique community of 160 acres is backed up to the Pit River rim and is surrounded by private timber companies and PG&E property. We are a developed community with only a few small undeveloped parcels. Besides the seven year-around homes, we have three summer homes and two year-around homes under construction. N-8 Alt-1 crosses five parcels, four of which are owner occupied. None of these parcels are larger than 20 acres, consequently, a 200 ft clear cut would devastate them. The majority of the community is retired with most receiving Social Security. We are a society of very divergent individuals with one thing in common, an intense desire to live in harmony with nature. We look at our ownership as a guardianship to protect a very beautiful, unique and delicate area.

We are opposed to the Transmission Project as presently conceived because it will destroy a lovely and unusual area and will equally destroy our life savings, our property values.

We resent that due process has not been properly followed. We were unaware of the Project's general route until the middle of December, and only after obtaining a copy of the EIR at Christmas were we aware of the recommended route and its implications. Several of our permanent residents are away for the holidays and totally unaware that decisions affecting their homes are being made. We have had insufficient time to review the EIR, to adequately obtain legal counsel and organize ourselves to properly present our case.

We further resent that the Project has given apparent priority to planned future real estate developments and totally ignored a fully-developed community (Pg. 3.6-29 and Fig. 4-2D).

We perceive this Project and the meeting held at Round Mountain, California on January 7, 1987 to be a "railroad" effort to force this Project through regardless of public opinion and the environmental costs.

We are further opposed to this Project because it is in prime timber country and will result in the permanent eradication of valuable and what should be a

A,B&C See responses to T-130 A and T-130 C.

D See responses to L-159 G and L-184 C.

E See responses to T-130 E, L-159 L, and L-179 C.

T-137 (continued)

Ms. Laura Edlin, Public Affairs Director
January 7, 1987
Page 2

E [renewable resource. Shasta County estimates that every mile of transmission line will result in the permanent removal of 25 acres of timber land. How can we measure this loss through the lives of our children, grandchildren and subsequent generations?

F [Additionally, this Project will be an ecological disaster on the Pit River rim because of the destruction of habitat, the erosion that will result when the ground cover is damaged (we receive over 100 inches of rain annually) and the insidious damage from opening the area to further human intrusion.

We have the following recommendations:

G [First, move the Project to Eastern Shasta County as recommended by the Shasta County Board of Supervisors (N-12G refers).

H [Or, return to the original EIR route N-8E, using the existing transmission route that has already damaged the country.

I [Or finally, shift to the west of our community and establish a new route in consultation with us.

In summary, we insist that N-8 Alt-1 be eliminated or redrawn.

We will cooperate in redrawing that route but we will not cooperate in the rape of our homes, our life savings and an uniquely beautiful area.

Sincerely yours,

Dale L. McCleskey
Dale L. McCleskey

F See response to L-184 F.

G See responses to L-184 G, T-69 G, and T-108 A.

H See response to L-159 O.

I See responses to L-159 G, L-190 A, and T-130 A.

and

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--o o--

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Reported by :

(916) 448-2757

T-138

WILLIAMS, CALIFORNIA, THURSDAY, JANUARY 8, 1987, 7:00 P.M.

Introduction to hearing presented by the Transmission Agency of Northern California and the Western Area Power Administration hearing representatives. Please refer to the Klamath Falls hearing transcript for text of introduction.

Is there anyone else who wishes -- is there anyone who wishes to make an oral comment for the record tonight?

MR. MUSSETTER: I'll make a comment since I'm here.

MR. PEIDER: You should come to the microphone and state your name and address and phone number.

T138 - BOB MUSSETTER:

I couldn't very well not appear. I'm Bob Mussetter, and I live across the street.

I happen to be one of the members of the California Energy Commission Now. I've been there about a year.

The Energy Commission, particularly, is Chairman Imbrecht, who is a very smart guy, has been kind of leading and instrumental in trying to facilitate and promote, if you will, this line for this plain and simple reason that the power that comes down is so much cheaper than our power sources that are available in California.

And I just want to make sure that you understood that because these folks, I think, are here to solicit your comments and not, perhaps, put it in such stark terms as I just did. But that is the fact.

The power facilities, particularly on the Columbia River, were constructed in the 30's, were built with cheap labor and materials, and so on.

They are -- they have a terrific surplus up there even of what they call "firm power," much larger surplus than "non-firm," which all of you are familiar with that. It's just dry years.

If they should have a dry year, they can't promise to deliver.

But the non-firm power for California is very important.

It's probably our largest single opportunity to get rates down, and that's what we're all about.

There is no one big magic answer to getting rates down, but this is one of the things that we have to do to do it.

There are a number of other things we're working on, and I won't go into that.

I just wanted to make sure that you understood that point of view.

And I'd also like to know who the wise guy was who scheduled this hearing right directly across the street from my house, but I'm glad you did.

MR. PEIDER: Thank you, Commissioner.

Comment noted.

1 REPORTER'S CERTIFICATE

2 --oOo--

3 STATE OF CALIFORNIA)
4 COUNTY OF SACRAMENTO) ss.

5
6 I, DANETTE MARIE TAKAHASHI, certify that I am
7 certified shorthand reporter and that I reported verbatim in
8 shorthand writing the foregoing proceedings;


9 That I thereafter caused my shorthand writing to be
10 reduced to typewriting, and the pages numbered 1 through 15,
11 inclusive, constitute a full, true, and correct record of
12 said proceedings:

13
14 AGENCY: Transmission Agency of Northern California
15 and
16 Western Area Power Administration

17 CAUSE: Public Hearing on Draft EIS/EIR re:
18 California-Oregon Transmission Project;
19 Los Banos-Gates Transmission Project;
20 Transmission System Reinforcement Facilities

21 DATE: Thursday, January 8, 1987
22 Williams, California

23 IN WITNESS WHEREOF, I have subscribed this
24 certificate in Sacramento, California, on this 26th day of
25 January, 1987.


DANETTE M. TAKAHASHI
CSR No. 6412

Williams
1/9/87

REGISTER TO PRESENT CURRENTS VERBALLY

	<u>NAME, AFFILIATION</u>	<u>ADDRESS, PHONE NO.</u>
1.	ROBERT MURPETER COMMUNIST, CEC	1387 E STREET WILLIAMS, CA 95987
2.	716-324-3321 (SAD)	
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TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

--o0o--

Public Hearing Re:)
)
Draft EIS/EIR of the California-Oregon)
Transmission Project and for the Los)
Banos-Gates Transmission Project;)
Transmission System Reinforcement)
Facilities planned in the Pacific)
Northwest.)

--o0o--

Held at:

Tracy Community Center
300 East 10th Street
Tracy, California

--o0o--

Monday, January 12, 1987

7:00 p.m.

Reported by:

Danette M. Takahashi
CSR No. 6412

CAPITOL REPORTERS

DEPOSITION & GENERAL COURT REPORTERS

820 ALHAMBRA BLVD. SACRAMENTO CA 95816

(916) 446-2757

T-139

TRACY, CALIFORNIA, MONDAY, JANUARY 12, 1987, 7:00 P.M.

Introduction to hearing presented by the Transmission Agency of Northern California and the Western Area Power Administration hearing representatives. Please refer to the Klamath Falls hearing transcript for text of introduction.

With that, the first person I have signed in to give us some comments this evening is Steve Herum.

T139 - STEVE HERUM:

My name is Steve Herum. For the record, H-e-r-u-m. I'm an attorney at law practicing at 6 South El Dorado, Stockton, California.

And tonight, I represent the owners of Coney Island that would be adversely affected should Alternate B of the southern route be adopted as proposed by the Draft Environmental Impact Statement and Impact Report.

It is our belief, after reviewing these documents, the finding that this route is environmentally superior is unsound, is arbitrary, and capricious, is not supported by substantial evidence, and, in fact, is contradicted by the statements contained in the draft report, itself.

And we should like to deal with some of those in greater specificity due to our tremendous concern over how this project may affect us as landowners.

The conclusion contained in the report at Page 11 that Alternate B is a project-preferred alternative and it has been identified coincidentally as the environmentally-superior alternative, we feel, is not justified by the statements appearing in the report.

We are concerned, in particular, that we were not really given notice of the various workshops and scoping that occurred.

And our first understanding of the project occurred after the draft report was being prepared and, we find it quite amazing that the report happens to come to the conclusion that the alternative that the agency wants happens to be the environmentally superior.

Yet, when you go through the report, you will find that the analytic gap between the raw evidence and this conclusion is tremendously lacking, and, in fact, it would appear that other alternatives are superior.

For instance, because Alternate B is longer than either A or C, the other two alternatives, it causes greater short-term and long-term losses on a per route mile of about seventeen-hundred dollars per mile.

So, to start with, Alternate B is more expensive.

It should also be pointed out that Alternate B, which is rather arbitrarily considered to be the most efficient and the most environmentally sound, crosses more miles of agricultural-preserved land and more miles of agricultural crop lands than A.

Comments noted. The lead agencies believe that the EIS/EIR adequately meets the requirements of CEQA and NEPA. See the following responses to specific comments. See also responses to L-203 A and L-203 B.

See response to T-139 A.

Additional explanation of how Alternative B was selected as the environmentally superior route is given in Section 1.2.2 of Volume 1 of the Final EIS/EIR (Addendum to Section 4.4.2 of the Draft EIS/EIR). See response to L-203 H.

TANC and Western believe that adequate notice was given for the scoping sessions and corridor and route workshops. In 1985, 56 public meetings and workshops were held throughout the COTP study area. In Contra Costa County, a public scoping meeting was held in Brentwood on May 22, 1985, and an agency scoping meeting was held in Martinez on May 22. An agency route workshop was conducted in Antioch on November 20, 1985; a route workshop was held for the general public in Brentwood on November 21, 1985. These meetings were all open to the public and were publicized through telephone contacts, news releases, public service announcements, and newspaper display ads. In addition, notices of these scoping meetings and workshops were distributed to the recipients of the Notice of Preparation for the EIS/EIR. The recipients include: The Contra Costa County Board of Supervisors, Contra Costa County Community Development Department, Contra Costa County Department of Comprehensive Planning, City of Antioch, Bethel Island Area Association, City of Brentwood, and Brentwood Parks and Recreation Department.

Prior to these meetings, the lead agencies issued newsletters containing the schedule for the meetings. The newsletters were sent to many organizations and individuals, including the Contra Costa County Community Development Department.

T-139 (continued)

D
(cont.)

Additional public information meetings were held in East Contra Costa County in May, September and November 1986. These meetings were widely publicized. Flyers were used to notify landowners and other interested persons of the public meetings in Bethel Island on May 21, 1986 and in Brentwood on November 5, 1986. A direct mail house was used to obtain zip codes of east Contra Costa County residents to ensure widespread distribution of the flyers. See also response to T-152 B and Section 1.1.7 of Volume 1 of this document.

E

The environmentally superior route was recommended by the environmental contractor independently of the COTP proponents. The lead agencies reviewed the recommendation and concurred with it before passing it on to the COTP Participants, who took it into account in selecting the COTP preferred route.

F

See responses to T-139 G, T-139 H, T-139 J, and T-139 K.

G

In determining the most economical alternative, many factors are considered in addition to losses. To state alternative B is expensive solely because of losses is incorrect.

H

Comment noted. It is correct that Alternative B crosses more irrigated cropland and land in agricultural preserves than Alternative A. Alternative A was not chosen as the preferred alternative because of its combination of extensive agricultural and residential impacts, and the proximity to the Discovery Bay community. Alternative B still has substantial impacts, particularly on agriculture, but in comparison with the other alternatives, it has the least overall impact.

T-139 (continued)

- I Additionally, Alternate A traverses the least amount of organic soil. B traverses nearly four times the amount of organic soil.
- J And thus, the conclusion in the report is Alternate A is better from the perspective of earth resources/geographic hazards.
- J In addition, the report concludes that A is the superior choice from the perspective of wildlife.
- J Specifically, there was a greater chance of wildlife collisions from Alternate A than there are from Alternate B.
- J And again, that is not adequately addressed in the report. That statement is made, and then B is considered to be the environmentally-superior alternative.
- K The report then contains the conclusion that Alternates AS, B and C do not differ substantially from one another, and yet the major conclusion of the report is that B is identified as the environmentally-preferred alternative because "it minimizes the impacts to developed and planned land uses."
- K We contest that statement for several reasons. We believe it is incompetent and incomplete.
- K First of all, it disregards a myriad of other comments, only some of which I have already presented.
- K Why does it have the minimum impacts? It appears there are other alternatives that are just as good and what you'll have is an unsupported value judgment on the part of the agency, a value judgment that happens to coincide with the alternative that they just happen to wish is true.
- K And I believe this is a little more than an post-hoc rationale to justify a pre-conceived notion.
- K Second of all, it disregards factors other than developed and planned urban uses.
- K For instance, the statements state, by implication, indicates there is no concern with respect to wildlife and the like because B is identified because of its impacts to developed and planned uses.
- K Items such as wildlife protection and the like are neither developed nor are they planned land uses, and it appears that we have the value judgments of this agency that they want to minimize disruption to developed lands, and they have less of a concern of lands that are open space, lands that are vacant or agricultural or are used by wildlife.
- K Another way of saying this is I think that the alternative they are choosing is the alternative that is going to have the minimum amount of problems with human life, and what we have here is that this is the cheapest way to go.
- L Stated another way, you will be forced to condemn this land. You would prefer to condemn land which is devoted to agriculture than urban uses because it is cheaper for you to condemn that land.
- L And what this conclusion really tells us is that you are going after the land which will be the cheapest for you to purchase.
- M I would simply call to your attention the rather well known case of the San Bernardino Audubon Society versus the

I Comment noted.

J The potential for waterfowl collisions, based strictly on the number of miles of high waterfowl use areas crossed, is highest for Alternative C (20 miles), intermediate for Alternative B (17 miles), and lowest for Alternative A (10 miles). The selection of Alternative B as environmentally superior was based upon impacts on all resources, not just wildlife.

K The COTP conducted a thorough and detailed analysis of the alternatives in order to determine the preferred north and south routes. All resources were considered. For each, the one alternative that had the least overall impact was chosen. See response to L-203 H.

L In general, the use of agricultural land would result in lower land acquisition costs. Other factors to consider are that agricultural land is more compatible with transmission lines than most urban land uses and the number of individuals who will be impacted by the COTP is significantly less than if the COTP were routed through an urban area.

M The selection of the COTP preferred route was not based on economic considerations alone. See response to L-203 H and T-139 E.

T-139 (continued)

- M** County of San Bernardino, where an alternative cannot be selected merely because it is cheaper.
- Or in the alternative, if another alternative is more expensive, it cannot be rejected for that particular reason.
- And this would seem to say let's stay away from the people and if we have damage to wildlife and the like, that's just too bad, that's not part of our analysis, and I don't think that's contemplated either by NEPA or CEQA.
- N** Next, the treatment of the Coney Island alternatives are tremendously unsatisfactory.
- There are approximately three that are proposed on the Coney Island part, and we find that those are unsatisfactory.
- In particular, one of the alternatives is cited as paralleling existing crossings and is not expected to add substantial increased impacts if it is adopted.
- And yet, that is the one that avoids Coney Island, and it is the one that is not adopted.
- O** There is no internal analytic analysis of why that alternative is rejected.
- Instead, the three alternatives are laid out, each of them seem fine. One is then will not add substantial impacts, and, yet, in a conclusionary fashion, the report says that the one that happens to coincide with the interest of the agency is the one that is superior, and there is no way in a layman, a professional, or a trial court judge could probably draw the analytic bridge between this raw data and the conclusions.
- P** There are other concerns with the Coney Island property which are completely ignored in the report, itself, and I think it is such that would cause a complete reanalysis.
- Number one is the problem of access. Coney Island is a private island. The bridge to it is a private bridge. Two roads are also private roads.
- And I do not see why the agency would want to have their transmission lines across property where there may be access problems.
- What happens if the landowner, for whatever reason, decides to allow the bridge to go into disrepair.
- There are access problems with this alternative that have not been contemplated.
- Q** Number two, the area is very complete with the amount of wildlife and hunting opportunities that are available to it.
- And it was pointed out earlier the transmission lines -- particularly, Alternative B -- have the greater incidence of injury to wildlife in flying patterns. That is completely ignored.
- R** Third is the issue of the aesthetics. My clients are considering, perhaps, moving their residence out there.
- There is no consideration of possible aesthetics out in that area. All of that is completely ignored in the report in the interest to stay away from the most people and buy the cheapest land.
- S** I would also point out that the levies out there do not meet the FEMA, F-E-M-A, 100-year flood plain standards.
- So, there may be a real problem with maintaining the
- N** Comment noted.
- O** See responses to L-203 H and T-139 E.
- P** During the process of negotiating a right of way for an easement for the transmission line, access to the easement would be included. An arrangement covering access across the bridge to Coney Island would be obtained at the same time the easement would be obtained, including an equitable maintenance agreement regarding the bridge.
- Q** The Draft EIS/EIR indicates that Alternative B has high use by wildlife. Hunting opportunities are also substantial. However, other alternative routes have similar characteristics.
- R** See response to L-15 E. Your preference for a route that avoids Coney Island is noted.
- S** The COTP recognizes the possibility of flooding of land in the Delta area because of its elevation, some of which is below sea level. The footings for the transmission line towers would be designed so the steel in the towers would be above the water line if the land were to flood. Maintenance would be difficult and access to the towers would have to be by boat or barge, but it is

T-139 (continued), T-140

S property, as is typical of many Delta Island property.
 There is a chance, if there was tremendous flooding, it may not be economically advisable for the landowner to rehabilitate the property and bring it back in its former form of being farm land.
 If this, in fact, does occur and the owner does not do that, how does the agency intends to maintain their poles that are out there?
 They could be, in fact, in the middle of a lake facing duck hunters in a duck club, and the like.
T There is no analysis of the ability even to gain access to the property or maintenance of the property. And for that reason, I think it is a less desirable site.
U Particularly, in fact, the other two alternatives to Coney Island would avoid these sort of problems.
V So, if I could conclude briefly. Number one, we think there is substantive difficulties with this Draft Environmental Impact Report -- that it has not considered some of the major problems.
W In its very essence, first, is the problem that it seems to draw conclusions that are predisposed to favor the agency, and it does not, in good faith, consider all the alternatives, but, rather, provides a lot of data and then without any internal analysis at all reaches a conclusion that happens to support the agency, and we don't think that's what is contemplated by either NEPA or CEQA.
X Second of all, with respect to Coney Island, itself, there are alternatives available to minimize the damage to Coney Island. Those are not considered, at all, and some very major issues are completely ignored, itself.
Y For those reasons, we think that additional work needs to be done on this report before it proceeds to being certified by the agency. Thank you.

MR. FEIDER: Thank you, Mr. Herum.
 The next speaker I have listed is Conrad Silver. I'm having a hard time reading the handwriting.
 MR. SILVER: That's me. Disregard that.
 MR. FEIDER: I have another name I'm having a hard time reading. It's 3301 Tracy Boulevard.

T140 - STEVE ARNAUDO

A Steve Arnaudo is my name.
 I'm here basically this evening to protest the land, in general, at least, in the alignment that it has taken.
B I'm here near Mountain House Creek, Mountain House Mountains, also in the Old Wood Track out in the Delta area.
C It appears that those lines just go indiscriminately in any way -- the shortest way that you could find.
 I agree with Mr. Steve Herum, and I stand with him four-square on the environmental impact hearing or his opposition to it as not being complete enough. I agree.
 I did not have the advantage -- I just read about this

S not considered impossible to maintain the lines. Some levee maintenance might have to be considered depending on the circumstances regarding transmission line maintenance requirements.

T See response to L-203 J.

U It is doubtful that the referenced problems would be avoided on the other alternative routes as they are representative of general conditions in the Delta.

V Comment noted. See responses to specific comments above.

W See responses to T-139 K, L-203 B, L-203 H, and L-295 F1.

X See response to L-203 A.

Y Comment noted. See responses to specific comments above.

A Your opposition to the route in the Mountain House area is noted.

B The routes for the proposed line were identified using a set of routing guidelines, which can be found in Volume 2A, Phase II report, Attachment B of the Draft EIS/EIR. They are not necessarily the shortest routes between points.

C Comment noted. See responses to T-139 A through T-139 Y.

T-140 (continued), T-141

meeting, although a young lady came out -- a right-of-way agent -- and said that you will be notified of these things.

And I understand that it was advertised in the Tracy Press a few days ago, and then this morning, one of your office people, I think it was that young lady that came out, called up and said there was going to be a meeting tonight at 7:00 o'clock in the Community Hall in Tracy. Really, it doesn't give us a lot of time. Maybe some of the others got the material. But we're very, very involved, and, for a very strange reason, we get called at the last minute. That doesn't sound too appropriate.

She said she was going to notify us and give us enough time. We definitely feel we're being jeopardized.

We have a large section that you cross very indiscriminately across a whole farming operation. It becomes a great pain in the neck. And there is another one up here towards these mountains that you cross in another manner.

I'm speaking in regard to Arnaudo Brothers. We object to the environmental impact hearing, if this is what this is supposed to be, as part of the process to start it off for approval, and we also object very strenuously on the alignments.

I think there are better -- as far as I'm concerned, there must be better routes.

I realize that it has been shifted quite a bit because of the windmills, I guess, in the area.

It's been shifted quite a bit because of Discovery Bay.

And somehow, instead of going on the straight line or something, they just took a big bold swap through your ranch, and we're supposed to live with it because, as Mr. Herum says, we're one individual versus three thousand.

I don't think that's that appropriate. I just stand in opposition to the general alignment and the impact as not being totally complete.

MR. PEIDER: Thank you, sir.

Is there any one else who would wish to make comments on the record at this time? That's apparently all we have signed up.

MR. HOLCK: Yes, sir.

MR. PEIDER: Could you identify your name?

T141 - NORMAN HOLCK:

Norman Holck, 1215 Linda Place, in Tracy.

We have property that is in this B Route, and I'll agree with Mr. Arnaudo.

From what the gentleman said, you had a lot of workshops starting as early as '85.

I attended one of them for the simple reason -- that I lived in Tracy, which is not in the same area as the ranch, but I received a notice about the meeting because I lived in Tracy and I was a box holder.

As property owners, you know, I think we should have been notified, at least, a little sooner or whatever.

Anyway, I went to the meeting, and I guess I got on the

D See responses to T-139 D and T-152 B. COTP planners have actively solicited public input at public meetings and workshops. The public has been encouraged to send written comments at any time, and a COTP newsletter is published periodically to keep the public up to date on the status of the studies. Today, the mailing list for that newsletter includes more than 8,000 names.

From the beginning of our study process, we have held more than 60 meetings and/or workshops with the public and with representatives from federal, state and local agencies. A COTP newsletter with the meeting announcement, news releases and public service announcements were widely distributed in advance of those meetings. Meeting notice ads also were placed in local newspapers serving communities throughout the COTP study area. Prior to meetings held in Tracy and in Bethel Island in May 1986 and in Brentwood in November of 1986, meeting notices were mailed to thousands of zip codes in Delta communities.

The Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the COTP was distributed to the public for review and comment in late November of 1986. The period for receiving comments on the report was extended from a deadline of February 3 to March 2, 1987, in response to requests from the public for more review time.

During the public review period, twelve public hearings were held in California and in Oregon and more than 450 letters were received containing comments on the Draft EIS/EIR. The location and dates for the public hearings were published in three separate newspaper ads placed in newspapers throughout the COTP study area. Notification was also provided in the December 1986 COTP newsletter, which was circulated to more than 6,000 people.

E Comment noted.

F Your objections are noted. The routing process has been a balancing process whereby all resource impacts are considered. There will be impacts to landowners and to other resources as well. We have attempted to minimize these impacts as much as possible by adopting the mitigation measures identified in Section 1.1.5 of Volume 1 of this Final EIS/EIR.

A See responses to T-139 D and T-152 B.

T-141 (continued)

B

mailing list that way.

But we're opposed to the B Route, also, seeing as how it is irrigated property, and we have already -- we already have towers in our property and have shoveled around them for 20 years.

And within, probably, an eighth of a mile, the government has property that is a spoil bank. The government already owns it.

And I don't see why that wouldn't be considered a good place to put power lines, where it wouldn't bother anything.

The only thing that grows there now is weeds. The wind blows on the property and kind of messes up the farming, but I really think it is something that should be thought about. Thank you.

MR. PEIDER: Thank you, sir.

B

Your suggestion to put the proposed transmission line on or near the canal bank was considered. A variation of your suggestion, which would involve moving the existing 230 kV lines coming into Tracy to the canal bank and replacing these two sets of towers with one set for the proposed 500 kV line appears to be feasible. Every effort will be made to locate towers along edges of fields or spoil banks to minimize adverse impacts on agricultural operations.

1 REPORTER'S CERTIFICATE

2 --oOo--

3 STATE OF CALIFORNIA)
4 COUNTY OF SACRAMENTO) ss.

5
6 I, DANETTE MARIE TAKAHASHI, certify that I am
7 certified shorthand reporter and that I reported verbatim in
8 shorthand writing the foregoing proceedings;

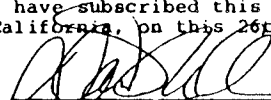
9 That I thereafter caused my shorthand writing to be
10 reduced to typewriting, and the pages numbered 1 through 26,
11 inclusive, constitute a full, true, and correct record of
12 said proceedings:

13
14 AGENCY: Transmission Agency or Northern California
15 and
16 Western Area Power Administration

17 CAUSE: Public Hearing on Draft EIS/EIR re:
18 California-Oregon Transmission Project;
19 Los Banos-Gates Transmission Project;
20 Transmission System Reinforcement Facilities

21 DATE: Monday, January 12, 1987
22 Tracy, California

23 IN WITNESS WHEREOF, I have subscribed this
24 certificate in Sacramento, California, on this 26th day of
25 January, 1987.

26 
27 DANETTE M. TAKAHASHI
28 CSR No. 6412

1-6-4

REGISTER TO PRESENT CONCEPTS VERBALLY

NAME, AFFILIATION	ADDRESS, PHONE NO.
1. Steve Herum	P.O. Drawer 20
Newmillen Boardlore	Stev CA (709) 948-8200
2. James L. Herum	1431 West 462nd St. Ste. 20
James L. Herum	2550 1st St. Ste. 20
3. James L. Herum	2311 1st St. Ste. 20
Norman Holck	1215 Linda Pl. Tracy, Cal 95376
4.	
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11.	
12.	
13.	

January 2nd, 1987

TO: Environmental Coordinator
California-Oregon Transmission Project
P. O. Box 660970
Sacramento, California 95866

- A** [Before I share the comments I have at this time, I would like first to request a copy of volumes 3A and 3B, to view and study.
- In the time I have had to view the documentation, there were a few points I wanted to offer comments on, and they are listed below.
- B** [1. Section S-9, Tracy sub. to Tesla substation: The existing Tesla-Tracy Pumping Plant 230-kV line — assuming that this line is not upgraded, what will be the disposition of this line when the 500-kV line(s) are completed? Left in place? Removed?
- C** [2. Section S-9F: Some months ago, the Tracy newspaper reported a tentative Caltrans study of constructing a state highway — route 239(?) — north from the existing I-205 and I-580 interchange, to link and connect these freeways with highway 4 and eastern Contra Costa county. How much of an influence might this proposal have on the transmission line routing around this intersection (and with section 8 route possibilities north of the Tracy substation)?
- D** [3. Section S-9: The Draft EIS/EIR noted that possibly two intertie lines may be required to connect the Tracy and Tesla substations (Vol. 1, page 2.1-1). Will further clarifications of the discussed options of this link be available?
- E** [4. Section S-9: On page 1.1-2 of the Draft EIS/EIR, the intertie line failure noted in detail (Dec. 22, 1982, due to high winds) occurred just north of the Tesla substation. How will the new transmission lines differ from the existing lines to prevent them from falling victim to the same condition?
- F** [5. Section S-8: Assuming that the existing 230-kV Western transmission lines are not upgraded in this section, will they be dismantled and removed upon completion of the new 500-kV line?
- G** [6. Sections N-8A, N-8C, N-8Alt1: In less than a dozen miles or so, the proposed project's preferred alternate route crosses the Pit River three times. The EIS/EIR documentation mentioned the hazard of bird impacts with the transmission line as being an unavoidable issue. Have studies been conducted along riparian habitats as to the altitudes which differing species of birds may fly above the water's surface? (Perhaps there are specific and certain elevations at which the bird flights are high in frequency.) Should there be height's above the water of high usage, could the transmission line conductors and the shield wires be installed and constructed as to avoid these areas, and thereby minimize

- A** A response was sent to the commentor on April 1, 1987.
- B** The existing Tesla-Tracy 230 kV lines are not going to be removed, and they may be uprated as part of the COTP. Additional studies are underway to determine the best solution to the overload problems on these lines. The 500 kV line to be constructed from Tracy to tap the Tesla-Los Banos line is designed to solve the overload problem caused when the new Tracy-Tesla 500 kV lines go out of service.
- C** Route modifications are currently being considered on the I-205 and I-580 interchange area for this and other reasons. A new route option in this area, South 2, is presented and analyzed in the Supplement to the Draft EIS/EIR. It has been incorporated into the Project preferred route.
- D** A response was sent to the commentor on April 1, 1987.
- E** The new transmission line will be designed to either meet or exceed wind loads associated with those resulting in a failure in December 1982. The new transmission line will be located with sufficient separation to prevent the possibility of one tower falling onto another. See response to L-53 B.
- F** Future use of the existing 230 kV Western transmission lines south of the Sacramento River (if they are not upgraded in place) is undetermined at this time. Some of the existing 230 kV towers may be relocated and used for the new alignment if it provides to be technically and economically feasible. Any portion of the Western lines that remain will be studied for possible integration and other uses within the transmission system.
- G** The potential effects of bald eagle collisions with the transmission line at the Pit River crossings has been analyzed in detail during preparation of the draft Biological Assessment (Jones and Stokes Associates 1987). Detailed local studies have been conducted that provide information on bald eagle use of areas in the vicinity of the route crossings. We used foraging flight height data collected at the Cache Creek bald eagle study

T-142 (continued)

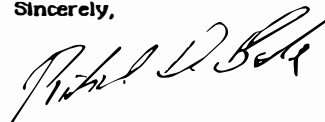
G the frequency of in-flight impacts? In effect, designing the line to fit the flight patterns of the resident or migrating birds at the site.

H 7. What factors will govern the design of the towers along the line's length, other than the Redding - to - Sacramento River crossing upgrade section (S-I)? The existing transmission lines have several differing tower designs over their length, utilizing "delta" configurations in Oregon on narrower easements, and wider "flat" conductor arrangements in California. Will the new line compliment and duplicate these designs, or utilize different construction designs?

I 8. Section N-9, Round Mountain to Cottonwood: One of the available options being considered is to upgrade and rebuild one of the existing Western or PG&E 230-kV transmission lines to carry the new 500-kV Intertie. If the reasoning of the "S-I" upgrade was a determining factor in the design of this new line, then I would support its application in this section, thereby extending its benefits; especially should the crosstie option at Round Mountain be implemented as part of the Intertie.

Thank you.

Sincerely,



Richard D. Beebe
1280 Coolidge Ave.
Tracy, California 95376
209/836-9262

* Sorry I wasn't able to stay long for personal
reply/answers to the points I've mentioned. I hope to be
able to submit further comments/questions if I have
them - Rick, RDB. 1/12/87

G
(cont.)

(Olendorff et al. 1986). Heights of transmission lines at crossings would be 250 to 420 feet above the river. This is higher than the typical height of eagle foraging flights. Although some potential for collision by eagles exists, the probability is so low as to be considered less than a significant impact.

H Key factors in the design of the transmission line are structure loading and maintenance. The design for the new transmission line will also attempt to compliment the existing designs as well as be a sound engineering and cost-effective design. See Volume 1 of this Final EIS/EIR, Section 1.1.2 for structure designs.

I The option of upgrading and rebuilding one of the existing Western 230 kV transmission lines between Round Mountain and Cottonwood was considered, but eliminated because it would bring all three lines of the Intertie into Round Mountain. This is not feasible for the same reason that all three lines cannot terminate at the Malin Substation.

T-143

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

- A [We are interested as to the exact location
of the line. We have property due East of the
B [solar vegetation and also approximately 1 1/2 miles
C [north of the vegetation. Will the project
be willing to pay for the loss of revenue
from the land? It is not if it goes through
that, not a new property?
Also will the line interfere with our
house electricity, as we do have problems
now.

A A response was sent to the commentor on March 20, 1987.

B The landowner will be compensated for the easement that is required. An appraisal will be conducted by a qualified real estate appraiser. We do not anticipate that a landowner would be compensated at less than the market value of the easement. See responses to T-82 C and L-184 A.

C See response to L-330 H3 and mitigation under X. in Section 1.1.5 of Volume 1 of this document.

Bearing Date: Jan 12, 1987
Location: Tracy, Calif
Name/Address: Tracy, Calif 95376
Rt 5 Box 711
209-835-865-8

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

AND

WESTERN AREA POWER ADMINISTRATION

--oOo--

Public Hearing Re:)
)
Draft EIS/EIR for the California-Oregon)
Transmission Project and for the Los)
Banos-Gates Transmission Project;)
Transmission System Reinforcement)
Facilities planned in the Pacific)
Northwest)

--oOo--

Held in
• Edna Hills Elementary School
Bristow Community Theatre
140 Birch Street
Brentwood, California

--oOo--

Tuesday, January 13, 1987

7:15 p.m.

Reported by:

Alice Book, CSR

T-144

BRENTWOOD, CALIFORNIA, TUESDAY, JANUARY 13, 1987, 7:15 P.M.

Introduction to hearing presented by the Transmission Agency of Northern California and the Western Area Power Administration hearing representatives. Please refer to the Klamath Falls hearing transcript for text of introduction.

The first speaker tonight is Christine Thresh. She will be followed by Jim Campbell.

T144 - CHRISTINE THRESH:

My name is Christine Thresh, and I live at 364 Park Lane, Bethel Island, and my comments are only part of a large group's comments. The group is called Positive Resolutions of Powerline Problems. The acronym is PROPP.

The first technical reference, FEMA firm maps, were not referenced in the Draft EIR for Contra Costa county, and on page 6.2-9, Volume 1, it states that, "agencies must avoid undertaking new construction located in wetlands," which would include sloughs, "unless no practicable alternative is available," and there are alternative routes west of the sloughs and the Delta areas.

Okay. Then there's a map showing potential water fowl collision areas. And the map-- it's in Volume 1 and it's very strange. It's a precise line drawn west of Jersey Island and east of Bethel Island, and I have talked with biologists, one working for California--well, a biologist who was a field biologist for this area for the State Fish and Game, and he said there is no way of accurately mapping or putting a precise line on water fowl routes. He said, for sure, the entire Delta is a major fly-way, but the water fowl paths change year by year depending on the activity on the ground, and he reiterated that you cannot draw a precise line, such as was drawn on that map, which conveniently opens up-- makes a route going by Bethel Island down through Orwood to Byren, open and free of any potential collisions which are considered a significant impact.

Okay, the map is Volume 4, Figure 4-1G, urban residential densities are not shown on Dutch Slough Road. There is no housing shown on Dutch Slough Road, and Sand Mound Boulevard is not marked as an urban density. That's wrong. Both of those roads are developed to an urban density.

Now having the map wrong may have led your evaluators to think there wasn't housing there, and in the EIR a significant impact is defined as 100 residents per corridor mile. Well, if the densities were corrected on the map, then you would have even more than 100 residents in less than a mile with a transmission line--now this is route B, the preferred route through this area, but the mapping is wrong.

Thank you.

MR. PUGH: Thank you. Mr. Campbell followed by Bob Dal Porto.

A Comment noted. Potential alternative routes to the west of the Delta area were evaluated in the Draft EIS/EIR in Volume 2A, page 2.4-2. The discussion includes the reasons for their elimination as alternatives.

B See response to L-309 Q1.

C Comment noted. See response to L-290 M.

T-145, T-146

T145 - JIM CAMPBELL:

My name is Jim Campbell. I live on Bethel Island, 80 Taylor Place.

A I haven't got a lot of figures to throw at everybody or a lot of questions to ask because I feel like I've not been informed on this whole project adequately. My personal notification came to my post office box in November of 1986.

B I can't comment, other than I can say I am completely opposed to the project, and I'm quite sure, in the future, I will have a lot more to say about it, and thank you for the opportunity to speak.

MR. PUGH: Mr. Dal Porto followed by John Germino.

T146 - ROBERT DAL PORTO:

My name is Robert Dal Porto. I represent the Dal Porto family which owns approximately 900 acres in the path of this monster.

A We already have the luxury of three transmission lines running diagonally across our property, and I would like to refuse the offer of the fourth transmission line.

Never in our wildest dreams, when we began developing this property in the late '30's for the production of purebred Angus cattle and registered Appaloosa horses, did we know that we would be disrupted, badgered, cut up and dissected by transmission lines. You could have at least said you were sorry about that in your EIS report.

Now we will get down to the facts-- enough emotionalism has been expressed, but, Ladies and Gentlemen, that's the way I feel.

B Initial notification of property owners affected was untimely, improper and inadequate for a project of this magnitude, particularly in our area.

When I heard about it, the public hearing had already been held in May sometime, and I wasn't notified officially until some time in November, as this gentleman just stated, before any written notification was ever presented, and you are going to cut through 900 acres of our property. So I maintain that this part of your whole start of your project was inadequate.

C The format is very confusing to a layman as it is not addressed in segments, and you must wade through the entire document to pinpoint the segment that affects our area. It's just a monster. It's that thick (indicating), and it just takes lots and lots of time for a layman to read it and absorb it.

D Response time is too short for the magnitude of the document. I respectfully request that you grant additional time for written response, a minimum of 30 days and preferably 60 days so that we may address this project as it should be addressed.

E The following items are not properly addressed-- I will get into the meat of the EIR/EIS as I have had time to get into it. The personal expense of individuals involved to defend themselves against the project-- I've not yet run across any

A See response to T-140 D.

B Your opposition to the COTP is noted.

A Your opposition to the route across your property is noted.

B Comment noted. See responses to T-140 D, T-152 B, T-152 F, and T-156 B.

C Comment noted. A 30-page summary is provided in Volume 1 of the Draft EIS/EIR, and Volume 1 also has references for the reader to the appropriate appendix volumes for more information.

D The comment period was extended until March 2, 1987 in response to your and others' requests.

E Comment noted.

T-146 (continued), T-147

E place in this document that brings that out as a factor, and Lord knows, to date, we have spent a lot of money just trying to get our feet on the ground and trying to understand what you people are doing.

F The socio-economic guidelines for routing are violated in many instances.

As the project enters Eastern Contra Costa County at Jersey Island, it cuts a swath through one of the Delta's prime recreation/residential areas as was outlined by Christine Thresh and the omissions that were made.

This devastates the region both physically and environmentally.

G The document does not adequately address the breeding problems in registered Angus cattle and horses in the proximity of high-voltage lines. Our personal experience is very negative.

H The disruption, difficulty and extra expense of farming around and under these towers is also not adequately addressed, and there's some very fine prime farmland that this project, from Jersey Island down to Tracey, is going to cross.

I The economic impact on land evaluation, future urban development, loss of sales and sales tax revenue, also personal expense and trauma for moving structures under the lines, are certainly minimized in the EIR/EIS.

There are many other unanswered problems, but lack of time has forced me to stop my comments at this point.

Written comments will be sent in, hopefully, on an extended deadline, but we will get what we can in by the deadline that has been set by the commission.

J In closing, I think one of the biggest impacts, at least mentally, is the fact that the project coordinators are asking to enter our lands for surveying and engineering studies. This appears to make this whole scenario we are going through here this evening may be an excersize in futility.

Thank you.

MR. PUGH: Thank you, Mr. Dal Porto. Mr. John Germino followed by Bob Gronim.

T147 - JOHN GERMINO:

My name is John Germino. I am an attorney. My address is 2500 El Camino Real, Palo Alto, California.

I represent Mr. and Mrs. Sheldon Moore whose address is Route 1, Box 9, Byron, California.

Mr. and Mrs. Moore own a sizeable amount of acreage which is adjacent to Clifton Court, which the preferred route, the line, will cross their property.

Unfortunately, the Moores already, like Mr. Dal Porto, have at least twelve towers on their property and they have had those towers on their property since 1964.

Through this tremendous experience, I can assure you that everything Mr. Dal Porto said I have heard from Mr. Moore as well.

One of the problems-- obviously, Mr. Moore, I think like the other speakers you have heard, would prefer this line to go

F The COTP has attempted to reduce impacts to the Delta region. This includes aligning route segments wherever possible along existing roads, fence lines, canals, and ditches in order to reduce the impact on agriculture, recreation, and residential areas.

G See response to L-339 C.

H The difficulty of farming around transmission towers is discussed in Section 3.6.2.2 in Volume 2A of the Draft EIS/EIR. We concur that there is prime farmland from Jersey Island to Tracy, as shown in Table 3.6-10 in Volume 2A.

I As you stated in your testimony, the DEIS/EIR is very large. The COTP has tried to make its analysis concise to minimize the expanse of the report. The economic impact on land valuation is discussed in the Draft EIS/EIR, Volume 2A, Section 3.8.2.4. The COTP's impact on future urban growth is discussed in the Draft EIS/EIR, Volume 1, Section 4.6, under growth inducing impacts. Loss of sales taxes to counties was not discussed because any such loss would result only from losses in production which are expected to be minor, and are difficult to quantify. Increases in sales taxes resulting from purchase of local supplies and materials for the construction of the transmission line and from expenditures by nonlocal employees involved in the construction of the transmission line, on the other hand, can be directly related to the COTP and quantified. They are presented in Tables 3.8-9 and 3.8-10 of Volume 2A of the Draft EIS/EIR.

It is not clear what is meant by the phrase "personal expense and trauma for moving structures under the lines". Any dwelling structures located under the transmission lines will be relocated by the COTP. Through implementation of the land use mitigation measures, the number of buildings that must be relocated is minimized. Hopefully, this process will also minimize any related trauma.

J See response to L-214 C.

T-147 (continued), T-148

A [someplace else out of the community; but in the event it does come through this community and insofar as one particular problem is concerned, one of the things we are very concerned about is the total lack, in the report, of showing what they think is a very viable alternative to Mr. Moore's property and that is that the State of California owns property that is being put to no use whatsoever and cannot be put to any use whatsoever adjacent to Mr. Moore's property; and it would seem to us that if you had to take your pick as to whether you want to put some prime agricultural property, subject its use to further derogation or choose to take the State of California property, which has no use whatsoever, it would seem to me the alternative is obvious; and we would like this committee to look into that and give us some answers to why that wasn't considered.

B [And the second thing is that, in addition to the real property, which is adjacent to his ground, the Clifton Court Forebay is there, and we feel that these towers could very effectively have gone right through the Forebay and missed not only Mr. Moore's property but other land owners' as well.

We would appreciate your consideration of this, and I failed to put my phone number with my name there. It is (415) 857-9211.

Thank you very much.

MR. PUGH: Thank you, Mr. Germino. Mr. Bob Gromm followed by L.E. Weisenburg, Jr.

T148 - ROBERT GROMM

My name is Robert Gromm. I am the Chairman of the Board of Trustees of Reclamation District 799.

On January 5 of this year, I submitted a letter to the environmental coordinator, and I would like to repeat the points outlined in that letter and have those points substantiated by a letter that I will give to the Board at this time from our District Engineer, in which he backed it up and referred to the EIR/EIS in Volume 2A, table 32.4-4, which addresses the marshlands, the Dutch Slough area, which are slightly west and south of Bethel Island.

A [The EIS/EIR does address the land, in fact, as marshland, but it does not address the fact that the land is being drained by a reclamation district and what it would cost to remove the reclamation district pumps and change the topography, the engineering and the drainage system of a few hundred acres that are in the reclamation district when the lines cross over our main pumping plant on Dutch Slough.

B [We understand, according to the EIR, that no buildings or structures can be in the right-of-way, and that means that they would have to move the pump, which is a 50 horsepower pump.

C [Now again, the EIR/EIS, as Ms. Thresh outlines, does not address the fact that there is residential development on Dutch Slough Road. The value of property along there is about fifty to sixty-thousand dollars for undeveloped lots.

Where they would move this pump, onto what lots, we do not know, unless they take people's homes or take condemnation

A Based in part on the suggestion from Mr. Moore, the COTP has investigated the use of State of California land around the Clifton Court Forebay. This has not proved feasible because of Department of Water Resources plans for the area. See response to SL-76.

B In transmission planning, it is not the normal plan to place towers in an area surrounded by water. This complicates both construction and maintenance activities associated with the structures when it is necessary to get heavy equipment to the structure site.

A See response to L-267 A.

B See responses to L-267 A and L-309 01.

C An analysis of the impact of proposed route segments on the homes along Dutch Slough Road is included in Volume 2A, Section 3, pages 3.6-47 to 56 of the Draft EIS/EIR.

T-148 (continued), T-149

proceedings along there for recreational areas.

The Engineer writes:

As District Engineer for Reclamation District 799, I have two concerns regarding the Draft EIR/EIS for the COTP transmission lines.

The route along Dutch Slough Road, in our district, crosses over the district's main drainage pump stations. These two large pumps are the backbone of an essential system that drains the district, most of which is below sea level. The pump structure rests on piles over a sump reinforced with sheet piles. To relocate the pump station would require rebuilding this substantial structure, as well as the regrading of several large ditches.

The other concern I have about these large transmission lines along our levy is that they will impare future access by dredges with long booms for maintenance or emergency repair work.

Sincerely,
Barbara Burns

I will leave a copy of this letter with you. You already have a copy of my letter in which I outline the same concern.

MR. PUGH: Thank you Mr. Gromm. Next is L. E.

Weisenburg, Jr. followed by Evo Baldocchi.

MR. WEISENBURG: I would like to pass at the moment.

MR. PUGH: Evo Baldocchi.

MR. BALDOCCHI: I don't care to speak.

MR. PUGH: Nancy E. Cooper followed by Charlie Cline.

T149 - NANCY COOPER:

Good Evening.

My name is Nancy Cooper. I represent Leo Fallman Enterprises in Brentwood.

Our address is Route 1, Box 93, and we would like to officially complain that we received no notification of any public hearing or any information about this pipeline until November of '86. Had we known earlier, we would have studied it carefully and written you several times and engaged our lawyer.

We have been involved in route A, which is about a thousand feet or closer to an already existing pipeline that runs north and south parallel to Bixler Road. We are glad to see it's been changed to route B.

Although this is a thousand feet west of our property on Orwood Tract, this will cause our values to go down considerably. We have waterfront property we were hoping to develop, but this powerline is unsightly, it is noisy, and it is irritating.

And in conclusion, we would like to see an alternate C used, specifically because it will be farther away from the residential area, the Orwood property, and the Bixler Tract.

Thank you.

D See response to L-267 A.

E See response to L-309 01.

A See responses to T-140 D, T-152 B, T-152 F, and T-156 B.

B Comment noted.

C Section 3.8.2.4, Volume 2A of the Draft EIS/EIR states that research on the effects of transmission lines upon nearby property values outside of the right of way is not conclusive. Most of the research has been done in regard to residential properties instead of commercial, however, the uses should apply to commercial uses. The majority of the research indicates that neighboring properties do not experience significant losses in value. See responses to L-184 A and T-82 C.

D Your preference for Alternative South C is noted.

T-150, T-151, T-152

MR. PUGH: Charlie Cline followed by Leo-- I can't make out the name.

T150 - CHARLIE CLINE:

I'm Charlie Cline of Caliente Isle.

We are on Taylor Slough, and I have to agree with all of the previous speakers on the delay in notification.

In addition to this, I have read through the report, and I have got some big blisters on my eyeballs to show that, and it is very confusing, I must say that.

When we get to the human equation, it's very vague. Right now there is none of us that are worried about getting cancer out of these lines. That report doesn't say that it is not going to give cancer. That report says it probably won't.

The report doesn't say that the towers will not fall down. The report says that they might fall down, yet on December 22, 1982 the towers did fall down.

The report fails to take the human equation on how many people are going to be displaced by this action. Many of us came up here for the relaxation, the tranquility that we enjoy up here. We are going to loose that with those power lines through here.

We are going to have to put up with the corona, the noise, and we are going to have to put with the fear of the unknown. It might cause cancer or it might not. The towers might fall on us, or they might not. That is what I am concerned about, and that's the unknown, and that's the thing that that report fails to give us is assurances that these things will not happen, and therefore, until I can be assured, until we can be assured that our health and our safety and our tranquility are safe, I'm not going to go along with this project in any way.

Thank you.

MR. PUGH: Leo followed by Jordan Ladd.

T151 - LEO ARONADO:

My name is Leo Aronado. I represent the Reclamation Distric 2024, Orwood Tract.

I want it to go on record that all the property owners on Orwood Tract are totally against this project. One consideration of Orwood Tract is that, in future years, there would be development out there, and I think this whole project should be moved, either-- preferably to the west, west of Brentwood. That's the ideal spot.

Thank you.

MR. PUGH: Thank you, Mr. Aronado. Jordan Ladd followed by Constance Brady. Is Mr. Ladd here? Okay. Constance Brady followed by Dave Stoeffler.

T152 - CONSTANCE BRADY:

My name is Constance Brady. I reside at 2690 Taylor Road, Bethel Island, California.

A See responses to T-140 D, T-152 B, T-152 F, and T-156 B.

B See response to T-146 C.

C See responses to L-310 L, L-330 F3, and SL-51 A.

D See response to L-53 B.

E See responses to L-41 B, L-329 C1, L-310 L, L-330 F3, and SL-51 A.

A Comment noted.

T-152 (continued)

I am Chair of a group called PROPP, which stands for Positive Resolution of Powerline Problems. PROPP is made up of almost every entity in the east county.

Our steering committee are Discovery Bay Builders and Discovery Bay Design and Environmental Review Committee, Reclamation District 799, Reclamation District 2065, which is Beale Tract, Bethel Island Municipal Improvement District, Byron Chamber of Commerce, Bethel Island Chamber of Commerce, Bethel Island Golf Course, Byron Sanitary District, Byron School District, Bethel Island Area Association, Knightsen Community Council, as well as the Caliente Yacht Club, the City of Brentwood, as well as many land owners and small farmers.

We pretty much represent the whole east end of Contra Costa County, and PROPP opposes COTP's powerlines through this area.

We feel that your early scoping sessions with this community were totally inadequate. In fact, nobody in this community heard anything about this project until last May, except perhaps some people that work for PG&E.

In light of this, PROPP has written a letter to you which I would like to introduce into this record along with the Steering Committee list asking for an extension of time to comment on this EIR/EIS.

The EIR/EIS is eight volumes, and it weighs twenty pounds, and we didn't get it until December the first. That's the first copy, and then most of the entities didn't get it until mid-December because PROPP requested that they get it. This left us with Christmas, and we are just now getting up to stride hiring the staff and getting experts to comment on this EIR/EIS.

So I would like, now, to read our letter documenting why we felt that this community had no part in early scoping sessions so that it would become part of this record. This letter was written December 21 to James Beck, Chairman of the Transmission Agency of Northern California and William Claggett of the Western Area Power Administration:

Gentlemen:

PROPP is requesting, on behalf of the East Contra Costa County area, an extension of the response period beyond the present February 3, 1987 cut off period.

CEQA Section 151105(a) allows over 90 days in unusual circumstances, and an eight volume EIR is an unusual circumstance. NEPA Section 40 CFR-1506.10(d) also allows the lead agency to extend the response period. The reasons for PROPP's request are as follows:

The lack of public input in the early agency and public scoping meeting is one reason. The California Public Utilities Commission staff has already noted the lack of public input in it's comments on the committee review draft of the EIR/EIS. See item D.30 in September, 1986 comments.

PROPP's opposition to the proposed transmission line in eastern Contra Costa County is noted.

TANC and Western believe that the early scoping sessions for the COTP were adequate. During the first year of the environmental review, the lead agencies held 56 public meetings and workshops in the COTP study area, beginning with scoping meetings (May 1985), and followed by corridor workshops (July 1985) and route workshops (November 1985).

In Contra Costa County a public scoping meeting was held in Brentwood on May 22, 1985 and an agency scoping meeting was held in Martinez on May 22. Notice of these public meetings was provided through telephone contacts, news releases, public service announcements, and newspaper display advertisements. News releases were issued on April 25, 1985 and public service announcements were distributed on May 3 to newspapers and radio stations serving Contra Costa County. A display ad was placed in the Contra Costa Times on May 19 and in the Antioch Daily Ledger on May 20. In addition, a notice of the scoping meetings dated April 30 was distributed to the recipients of the Notice of Preparation (NOP). The recipients include: Contra Costa County Board of Supervisors, Contra Costa County Community Development Department, Contra Costa County Department of Comprehensive Planning, City of Antioch, Bethel Island Area Association, City of Brentwood, and Brentwood Park and Recreation Department.

An agency route workshop was conducted in Antioch on November 20, 1985; the following evening a route workshop was held for the general public in Brentwood. The public workshops were publicized through telephone calls, news releases, public service announcements, and newspaper display ads. The releases and announcements were distributed November 7 to newspapers and radio stations serving Contra Costa County. The display ads were placed in the Contra Costa Times, Antioch Daily Ledger, and Pittsburg Post Dispatch on November 17. In addition, a notice of the route workshops dated November 15 was furnished to the recipients of the NOP.

Prior to the May 1985 scoping meetings and the November 1985 route workshops, the lead agencies issued a newsletter containing a schedule of the meetings. The newsletters were mailed to many organizations and individuals, including the Contra Costa County Community Development Department. See also the response to T-156 B.

T-152 (continued)

C The comment period was extended to March 2, 1987, in response to your and others' requests.

D See response to T-152 C.

E See response to T-152 B.

T-152 (continued)

F

To add to this, we have been presented no evidence that the agency and public scoping meetings of May, 1985 were advertised or noticed adequately to the public. Per COTP's summary of June, 1985, "agency scoping meeting contacts," page 1554 T, appendix C, the only county agency contacted in Contra Costa was the Contra Costa County Resource Agency Conservation District.

Since the entire area south of the river, which has alternative routes, is unincorporated, the lead agency was and is the Contra Costa County Community Development Department. The appropriate lead agency was not contacted. Further, the CCCDD has a standard notice list which was not used.

The summary of alternative route workshops dated February, 1986 shows, again, that efforts to involve the public were minimal and ineffectual. The November 1985 alternative workshops were advertised in the Antioch Ledger, Contra Costa Times, and Tracy and Stockton newspapers. Further, the Ledger-Times advertisement contained a map captioned "Antioch Area."

The papers that are most closely east county papers are the Brentwood News, the Bethel Island Beakon, Discovery Bay Foundings, and the Oakley Gazette. These papers were not used for advertising, nor were they furnished press releases.

In appendix B of the summary, page 923AA, "telephone networking contact," it shows that the Bethel Island Municipal Improvement District was contacted. The Chairman of the Board of Directors, Howard Holmes, assures me that he is aware of no contact until May of 1986 when COTP asked to rent the BIMID hall for a public presentation.

Since the meetings COTP held in East County in May, 1986 and November, 1986, were too late to influence the EIR/EIS or the route alternatives, the public input of the East Contra Costa County area is almost totally lacking. We must make up for this now in our comments on the Draft EIR/EIS.

Further, although you have given us in excess of 45 days to comment, the communities received the documents one to two weeks into December, rendering us, with the holidays, only approximately 30 days to respond with written comments and 15 days to respond at the scheduled local public hearing.

In summation, due to the lack of meaningful early scoping sessions and workshops in our area, the document is severely flawed. The complexity of the issues require that we retain the specialized expertise of consultants to help us with our responses.

The community feels it deserves an additional

F

1) See response to T-152 B.

2) A Notice of Preparation (NOP) required by CEQA was sent to the Contra Costa County Community Development Department and to the Department of Comprehensive Planning on April 8, 1985. A Supplemental NOP was subsequently sent on February 21, 1986. The NOP is a notice sent by a lead agency to notify federal, state and local agencies that the lead agency plans to prepare an Environmental Impact Report (EIR) for the proposed project. The purpose of the notice is to ask for guidance from those agencies as to the scope and intent of the environmental information to be included in the EIR. In addition to the Contra Costa County Community Development Department, the NOP was sent to the Contra Costa County Board of Supervisors, the City of Antioch, the Bethel Island Area Association, the City of Brentwood, and the Brentwood Park and Recreation District.

COTP staff planners and consultants have maintained contact with the Contra Costa County planning staff throughout the project's planning process. On April 2, 1985, EnviroSphere Company consultants contacted Jim Cutler to request a copy of the East County Area General Plan and other related information. Bill Kitto of EnviroSphere met briefly with Mr. Cutler on May 22 prior to the scoping meeting in Brentwood. At that time, Mr. Kitto requested a copy of the East County Area General Plan, other relevant documents, and a general list of planning publications maintained by the County. The purpose of the brief meeting was part of an ongoing effort to coordinate planning with the County. On July 30 of that year, Mr. Cutler was contacted by telephone to discuss the County's planning policies regarding transmission lines. EnviroSphere Company's staff met with Eric Parfrey and Mr. Cutler on November 22 to discuss two items regarding routes in the unincorporated East County area. The items for discussion were:

a) the status and location of the Southern Pacific railroad line running along Wilbur Avenue in Antioch near the waterfront, and

b) route possibilities east of the Antioch Bridge.

3) On November 21, 1985, a public route workshop was held in Brentwood. The purpose of the workshop was to provide a forum for the public to review and evaluate preliminary routing alternatives under study at that time. The meeting was publicized in the Contra Costa Times, Antioch Daily Ledger, and Pittsburg Post Dispatch on November 17, 1985. All three newspapers have a daily circulation and serve Central and East Contra Costa County.

G

T-152 (continued)

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(cont.)

According to Bill Thon of the Contra Costa Times, the newspaper today has a circulation of about 89,000; the Antioch Daily Ledger has a circulation of about 14,000; and the Pittsburg Post Dispatch has a circulation of about 6,700. Mr. Thon reports that the three newspapers serve a large portion of Antioch, Oakley, Brentwood, Bethel Island, Byron, and Discovery Bay.

June 1987 circulation (according to Bill Thon)

a) Contra Costa Times

• Antioch	4,300
• Brentwood	400
• Bethel Island	180
• Oakley	1,200
• Pittsburg	6,000
• Discovery Bay/Byron	359

b) Antioch Daily Ledger

• Antioch	10,640
• Brentwood	1,621
• Bethel Island	253
• Oakley	1,889
• Byron/Discovery Bay	317
• Knightsen	73

c) Pittsburg Post Dispatch

• Pittsburg	6,700
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The map display in the newspaper ads cover a large section of East Contra Costa County and portions of surrounding counties and clearly shows preliminary alternative routes that were under study in or near the communities of Antioch, Brentwood, Oakley, Byron, Bethel Island, and Discovery Bay.

- 4) COTP's environmental contractor compiled the list of telephone contacts made early in the routing process.

G

See response to T-152 C. The lead agencies believe the document represents an extensive and successful scoping process. See also the response to T-156 B and Section 1.1.7 of Volume 1 of this Final EIS/EIR.

T-152 (continued), T-153

G L 45 day extension of the response period.
I would like to give you that letter and the Steering Committee list.

MR. PUGH: Thank you.

H MS. BRADY: And further, as far as the notice of this public meeting, on December 17, 1986, in the Bethel Island Beacon and the Antioch Ledger, this notice for this hearing announced it for tonight showing no towns on this map any closer than Sacramento or Tesla, and that was a month ago. Where the hearing locations are is in very small print. I don't think-- maybe leagally this constitutes public notice, but sure is asking a lot of the community to guess what this notice is about.

How many of you saw this in the paper? I didn't either.

MR. PUGH: Ms. Brady, if you could keep the comments so they can be recorded by the reporter-- the response would not make the record.

MS. BRADY: Let the record show there were no responses as having 'seen this advertisement.

I So I get to this point that we in route B, which is now the prefered route, we are told that the environmental impacts were the least. I don't understand with the lack of any early scoping sessions how anyone decided the impacts in this area were the least.

Several people have pointed out the impact that the EIR has missed, and we will be-- in our principal responses, probably, that we will have in by February 2 outlining how many mistakes in this area when you realize the environmental impacts were listed in this area.

J I also want to address the alternatives. As the letter states, we were not in on the alternative workshops either. I question that in this area, we are allowed to have lines within 2000 feet of each other and also lines on the same tower where they cross the river, whereas up north, the lines are to be kept five miles apart. I would ask for the same consideration in this area, having seen what happened in Altamont when all the towers came down.

K The preferred route goes across the entry to Bethel Island, and I just wonder how we are going to evacuate if we loose one of those lines, but we will be addressing that later.

L/M I want to submit, at this time, that COTP is acting like Cinderella's possessive big ugly sisters. They have found a way to get through this area that looks like a glass slipper. It's cheaper. We have levies, we have roads. We also have birds, but that's ignored.

N I suggest you are trying to slip yourselves into Cinderella's glass slipper, and it is going to break, and we oppose any lines in this area.

Thank you.

MR. PUGH: Dave Stoeffler followed by Jasper Sipes.

T153 - DAVE STOEPPFLER:

My name is Dave Stoeffler.

I represent the Knightsen Community Council, and we

H The December 17, 1986 newspaper ad placed in the Bethel Island Beacon and the Antioch Daily Ledger represent one of two notices placed in Contra Costa County newspapers to inform the public about the availability of the Draft EIS/EIR and public hearing schedules. The ads were one quarter of a page, the same size used to announce hearings throughout the COTP study area. About 70 people attended the public hearing in Brentwood.

I See responses to PROPP's written comments, L-309.

J See responses to L-53 B and L-309 YY.

K See response to L-324 A.

L PROPP's opposition to siting the proposed transmission line through the Bethel Island area is noted.

M Comment noted.

N Comment noted.

T-153 (continued), T-154, T-155

A [strongly oppose the construction of powerlines, and the rest of Eastern Contra Costa County.

B [We believe there is major eye pollution, to say the least,

C [that there will be a major effect on the people, their

D [livelihoods and the wildlife in the area.

E [Specifically, we are concerned about natural drainage

F [during the construction in the Beal Tract area near the end of Delta Road. The Knightsen Community Council has requested a copy of the EIR since November of 1986, and we have never received one. One copy was left at the Knightsen School in the office, which is only open during business hours, and that doesn't leave us much time to review the volume. Also, the local fire districts have never been notified, and apparently the report indicates they will be affected and probably financially.

G [We recommend delay in the deadline that has been noted.

H [We suggest another hearing so that organizations and agencies that may still not know that they are going to be affected by the construction can input into the EIR and may be heard.

MR. PUGH: Mr. Sipes followed by Dave Scott.

T154 - JASPER SIPES:

My name is Jasper Sipes, Post Office Box 85, Bethel Island, California, 94511, phone (415) 684-3238.

I am a director on the Bethel Island Municipal Improvement District, and the main purpose of the district is to maintain about twelve-and-a-half miles of levy around Bethel Island in safety.

We also have trucks with back hoes, four pumps, a staff to pay, and it all costs a lot of money.

Our money comes from a small portion of the county one percent property tax. Our portion is about \$100,000 a year. The EIS/EIR addresses visual impacts, but it doesn't say how much that will cost us for loss of property values.

If the property values drop, our income will drop, and we can't stand that because we haven't got enough money now.

We oppose this project because of these reasons and many other reasons.

Thank you very much.

MR. PUGH: Thank you, Mr. Sipes. Dave Scott followed by Arthur Beresford.

T155 - DAVE SCOTT:

A [I am an individual living where, evidently, there's nobody living, on Dutch Slough Road, among others on Dutch Slough Road.

MR. PUGH: May we have your name and address.

Dave Scott, Dutch Slough Road. The location is 2600.

MR. PUGH: Thank you.

B [As to notice and being aware of all this, it was late 1986. I'm not good on dates, but I believe it was approximately November, as several others have come up with the same dates.

A The Knightsen Community Council's opposition to the siting of the proposed transmission line through eastern Contra Costa County is noted.

B See response to L-15 E.

C Comment noted.

D Wildlife impacts and mitigation measures are discussed in the Draft EIS/EIR, and in other comments herein.

E Mitigation measures have been adopted to minimize impacts to water resources. Please refer to Section 1.1.5 of this Final EIS/EIR for a complete list of adopted mitigation measures for the COTP.

F The Draft EIS/EIR has been available for public review since late November 1986. The Knightsen Community Council was requested to be a document repository on October 31, 1986. Since the Council's regular meeting location was the Knightsen Elementary School (already a document repository), the Post Office was determined to be the appropriate second repository location. This was communicated to the Council in correspondence dated November 25, 1986. On January 15, 1987, COTP staff sent the Council a copy of the Draft EIS/EIR, which was returned to the COTP office. A letter was sent to the Council on January 21, 1987 requesting their correct address. The document was transmitted on February 6, 1987.

G The possibility of fire resulting from the transmission line is discussed in the Draft EIS/EIR Volume 2A, Section 3.10.6. Section 3.10.8 describes the mitigation measures that will be used to mitigate fire hazard. The counties (with the possible exception of those in Oregon -- if BPA owns the transmission line there) will receive property tax payments from the transmission lines. A portion of this money could be used by the counties to pay for fire protection or other services and/or improvements.

H The comment period was extended to March 2, 1987, in response to your and others' requests.

A Comment noted. See responses to L-290 M and T-148 C.

B The opposition of the Bethel Island Municipal Improvement District to the proposed line is noted.

A Comment noted.

B See response to T-140 D, T-152 B, T-152 F, and T-156 B.

T-155 (continued), T-156

B That's the only notice I have seen.
 C The advertisement held up earlier, I've never seen such a thing, and I do get the paper every solitary week.
 There was mentioned about water fowl. I am not too familiar with certain things. I believe this has to do with birds.
 D Every year, I can look up above where I live up on Bethel Island area, and I see all kinds of geese and stuff flying up for better weather conditions, but with these lines up, I doubt if we will see them unless they collide with them, and we pick them up out of your yards.
 The population thing-- I used to drive a propane truck through the entire area out there, Sand Mound area and Dutch Slough area, itself, and I doubt if there's a half-a-dozen places out there among both of them that are not having some kind of house or some form of residence on every solitary one of them out there. There's a lot of people living out there.
 E I personally live in a trailer park, and I've talked to the owner and the manager, and they said I can say what I feel because they know how I feel about it, and they are all against it.
 I don't know how many people like the looks of freeways. Myself, I don't think they're very pretty, although I travel on them. Over in the Antioch/Pittsburg area, you find all kinds of powerlines alongside of freeways. What's wrong with putting all these things down the middle of the freeway, and you can wear sunglasses in the middle of the night?
 F Thank you.
 MR. PUGH: Arthur Beresford followed by T.V. Halsey.

T156 - ARTHUR BERESFORD:

I'm Arthur Beresford, and I'm representing Contra Costa County.
 I've been asked to read into the record a letter from Tom Tarlaksen, the Supervisor that represents this area, to Mr. James Beck and Mr. William Claggett dated January 8, 1986:

A Gentlemen:
 I would like to request an extension of the response period for public review of the California/Oregon Transmission Project EIR/EIR beyond the February 3, 1987 deadline.
 B Public input during the scoping meetings have been limited. I understand the public utilities commission has already noted the lack of public input in it's comments on the committee review draft of the EIR/EIS.
 C Furthermore, notifications of these meetings appear to have been inadequate. I understand further that documents were not provided to the communities until the middle of December, rendering a very limited time frame to review the extensive materials. Inadequate notification coupled with

C The transmission line will not greatly restrict visibility. Collisions of wildlife are discussed in the Draft EIS/EIR and in other responses to comments.

D See response to L-290 M.

E Your opposition to the proposed transmission line is noted.

F It would not be feasible to route the transmission line along freeways because the line would be much longer than the line currently proposed. Because the line would be longer, it would result in greater impacts to most resources. See also response to L-309 U.

A The comment period was extended to March 2, 1987, in response to requests from the public and elected officials for additional review time. By extending the comment period, the public was provided nearly 90 days to review the document and submit comments.

B An extensive public involvement program has been conducted throughout the environmental review process. The program began in November 1985 with the scoping process whereby federal, state, and local agencies, governments, interest groups, and individuals were given the opportunity to identify issues that should be addressed in the EIS/EIR. The first step in this process was the notification of agencies that could have a role in reviewing the environmental document. A Notice of Intent (NOI) required by NEPA was issued on November 7, 1984. A Notice of Preparation (NOP) required by CEQA was issued on April 8, 1985. The NOP was

T-156 (continued)

B
(cont.)

sent to 280 agencies, including the Contra Costa County Community Development Department, the Contra Costa County Department of Comprehensive Planning, the Contra Costa County Board of Supervisors, the City of Antioch, the Bethel Island Area Association, the City of Brentwood, and the Brentwood Park and Recreation District.

During the first year of the review process, the lead agencies held 56 public meetings and workshops in the COTP study area, beginning with scoping meetings in May 1985, followed by corridor workshops in July 1985, and route workshops in November 1985. In Contra Costa County that year, meetings were held in Brentwood, Martinez, and Antioch. To publicize the meetings, telephone networking was used, new releases and public service announcements were issued, newspaper display ads were placed, and letters announcing the meetings were sent to all recipients of the NOP. In an attempt to expand the COTP's base of contacts and to supplement media announcements, fliers were mailed to publicize additional public meetings conducted in Contra Costa County the following year. Selected zip codes were targeted for these mailings to ensure widespread notification. See also the responses to T-152 B and T-152 F. Also see Section 1.1.7 of Volume 1 of this Final EIS/EIR for a summary of public involvement activities for the COTP.

T-156 (continued), T-157

C [limited time provided for review certainly makes it difficult to assure proper citizen review and input.

I believe every effort should be made to insure adequate citizen review and input. I urge you to extend the deadline for the response period for an additional 45 days.

D [Also, Mr. Harvey Bragdon, Director of Community Development, has also sent a letter to Mr. James Beck and Mr. Clagett supporting PROPP'S request for a further 45 day review for comments on this project.

MR. PUGH: Thank you.

Mr. T.V. Halsey.

T157 - TED HALSEY:

My name is Ted Halsey, T.V. Halsey.

I represent Jersey Island, Reclamation District 830, Land Owners on Jersey Island and Jersey Island Land Company, and we are at Jersey Island Star Route, Stockton, 95209. the telephone is area code (415) 684-2318.

A [We all are very much opposed to this line. We already
B [have three lines across our property consisting of over 30
C [foundations, and each one of these foundations is an impediment
D [to farming.

PG&E has the right to put in two more lines that are not being used now, but there's the right-of-way there for an additional two lines that are now being used.

The powerlines that are there do not share in the reclamation expense, and this is a considerable condition for them to go across the property because if we didn't have good reclamation, they wouldn't be going across the property.

Originally, these lines we have now had planned to go across Bradford and Webb Tracts, and when they wouldn't support good levies, they moved over to where we are, so that even though they say that this is not a factor in either their placing the lines or in the compensation, still it has to be a consideration to their engineering.

E [We believe the project is not even needed at this time or
F [in the future, and this is our belief.

Alternative routes are available, one of them possible down the west side along Highway Five. Another possibility is upgrade the present towers to hold these lines which they are considering on the towers across the San Joaquin River.

We urge all land owners to stand with us in opposing this, and we feel that, as individual farmers, we have very little chance to make concrete or meaningful suggestions where you have thousands of millions of dollars invested in engineers, lawyers, people who know their business far better than we do.

Thank you.

MR. PUGH: Thank you, Mr. Halsey.

That's the end of the list that I have. I would like to go back to Mr. Weisenburg. Would you like to speak now?

C An extensive effort was made to notify persons and organizations of the availability of the Draft EIS/EIR. A Notice was sent to the 280 agencies that received the NOP. Newsletters announcing the release of the document, the public comment period, and the public hearing times and locations were sent to each individual and organization on the COTP mailing list. Three sets of newspaper ads were placed in local newspapers to publicize the Draft EIS/EIR, the comment period, and the comment period extension. Local libraries, civic institutions and county planning offices served as repositories for the Draft EIS/EIR. In addition the Draft EIS/EIR was sent to any individual or organization who requested a copy.

D See response to T-156 A.

A The opposition of the Jersey Island Reclamation District to the proposed transmission line is noted.

B Comment noted.

C It is not clear from the comment as to the location of the PGandE lines. No existing rights-of-way in the Delta are suitable for the COTP.

D Comment noted. See response to L-309 N1.

E In its most recent Electricity Report (1986), the California Energy Commission found that while existing resources could supply most of the state's needs, there were opportunities to improve the state's generation systems and to lower costs by building new facilities. One of the options identified in that report was to increase purchases from the Pacific Northwest, as the COTP is designed to do.

It should also be noted that the Energy Commission found that individual utilities in California, for example the member agencies of the Transmission Agency of Northern California, may have a near term need for power in their individual areas and that purchases from outside California may be the most economical means of serving those needs.

F See response to L-309 U.

T-157 (continued)

G The existing towers are being upgraded to support the new line wherever possible. In areas where sufficient separation of all three 500 kV transmission lines cannot be met, it is necessary to construct the new transmission line along a separate right of way away from the existing tower line. A discussion of the upgrade in place south of the Sacramento River is contained in the Draft EIS/EIR, Volume 2A, page 2.4-6.

H Comment noted.

T-158

MR. WEISENBURG: Yes, thank you.

T158 - L.A. WEISENBURG, JR.:

I am L.E. Weisenburg, Jr., General Partner of Delta Coves, 29 Sorrento Way, San Rafael, California. My phone number is area code (415) 453-4666.

A I have a concern, also expressed by most of the people here tonight, first, that I had no notice of this impending powerline until I received a letter in December. That letter was addressed by the lead agents to me as a property owner.

I'm sure they got that out of the files. I don't know why that same system couldn't have been followed earlier in this program so that all of us would have been aware and had a chance long ago to make comments and study this entire project.

B Now, what I am going to address myself to is in Volume 2 in Section 1.0-1, the second paragraph from the bottom of that page. It says:

An important feature of the COTP plan is the proposed modification of approximately 190 miles of an existing double circuit 230 kV transmission line.

It goes on to say:

Using existing right-of-way for 179 of these miles and modifying existing towers, the COTP can be built with costs and environmental impacts significantly lower than for an entirely new line.

Yet, when you go in the same volume to section 2.5-3 through page 5, it states that the evaluation of trying to update the two systems that already exist was not feasible, and it goes on on page five, and I won't repeat the whole thing, it says:

The taller towers required for larger conductors would present greater navigation hazards to Sand Hill Cranes and endangered or sensitive raptors. There would be additional hazards to low level flights of military training aircraft that currently utilize several flight paths across the study area.

Due to the poor reliability of the increased capability through upgrading the existing lines, and the substantially higher costs, this alternative is economically inferior to the combined projects and secondly cannot serve the same function.

Yet here you have 170 miles where you're going to do that. I don't understand why that same system can't be used to utilize existing lines and not encumber these people with additional rights-of-way.

Thank you.

A See responses to T-140 D, T-152 B, T-152 F, and T-156 B.

B See response to T-70 B.

T-158 (continued), T-159

MR. PUGH: Thank you, Mr. Weisenburg. Evo Baldocchi, do you want to comment now?

MR. BALDOCCHI: No.

MR. PUGH: Jordan Ladd, any comments now?

MR. LADD: No.

MR. PUGH: That takes care of the list of speakers who have signed up.

We will now, prior to the close of the hearing, ask anybody who has prepared written comments in advance if they could bring their comments forward, and the reporter will record the title of the documents, the name and address and telephone number of the commentator, and the written comment will be identified as part of the record-- that is, any comments other than those which we have currently received through testimony.

If you did not prepare written comments for this hearing, you can fill out the comment form and leave it with us during the hearing. It will be entered into the record at a convenient time, such as at the end of the hearing.

As an alternative, you can mail it to us before the end of the comment period.

I will indicate before we close that we will give time for further oral comment.

We have sincerely appreciated your thoughtful comments. TANC and Western representatives will review all the comments, both oral and written, that were received here or that are in the mail before the end of the comment period. The comment period ends on February 3, 1987.

As we have said before, a response will be prepared for inclusion in the final Environmental Impact Statement/Environmental Impact Report. We expect that the lead agency should be in a position to determine that the final environmental document is complete sometime in July of 1987. The agencies may then decide whether to carry out the proposed projects.

Should you later think of a comment, please do not hesitate to write us at the address noted on the form. The environmental documents are available for you to study and review at the local libraries, and you can ask for more information by contacting our Environmental Coordinator, whose address is also on the form.

Copies of today's transcript will be available to anyone who wants a copy upon payment of the required fee to the stenographic reporter. Copies of the transcript and the complete record of this public process will also be available for review in the offices of Western and TANC in Sacramento, California.

Before we close, is there anyone else who wishes to make oral comments?

T159 - LYNELLE JOHNSON:

I am Lynelle Johnson. I am here on behalf of Congressman George Miller.

He believes that the constituents in his district deserve an opportunity to thoroughly review this enormous document so

Comment noted. The comment period was extended to March 2, 1987.

T-159 (continued), T-160, T-161, T-162

A [that they can make intelligent decisions on issues that so greatly impact them. Consequently, he wanted me to let you know he will be making a formal request for an extension of the comment period.

Thank you very much.

T160 - GEORGE DIERSSEN:

I just would like to make one comment.
We did not even know about the meeting.

MR. PUGH: Excuse me, Mr. Dierssen, may we have your address for the record?

MR. DIERSSEN: 5909 Herriman Drive, Clayton, California, 94157. The telephone number is (415) 672-0878.

A [We will be commenting in writing, but due to a problem with mailing, we were not aware of this meeting or anything about the powerline until the seventh of this month. So what I'm talking about is, I feel also that everyone has asked for an extension, and it is pretty obvious that we have a problem in that area, and I certainly think that should be considered.

T161 - HAROLD TURNER:

My name is Harold Turner. I live at 97 Taylor Place, Bethel Island, 684-2475.

A [On April 4, 1985, I bought a home on Bethel Island, which on your map, it looks like I'm going to be about 750 feet away from the powerline, and my house will be in the easement path.

B [I own approximately 235 feet of waterfront, which is a fairly good sized lot for Bethel Island, and the first I heard or any realtor heard of a powerline going by my piece of property was in November.

That's all my comments.

MR. PUGH: Thank you, Mr. Turner.

T162 - NORMAN BETTENCOURT:

My name is Norman Bettencourt, and I am a property owner on Bethel Island. This is the first time I got a look at this map of where this powerline is going. It looks like it's going pretty close, almost over my property.

A [The question that I have-- I read something in the paper about this, and a guy made a comment that there's never been no impact on property values going down because of a powerline over it. Well, I figure we can settle that right now. You guys can buy it and do what you want, but while I own it, I think one thing.

B [There's a sewer line in front of my property. Everything is already put into place where it is going to be developed. Now you guys come along and shoot a man down by putting a powerline over it and say, "You can't build nothing under it." Now what the hell do I do with this property when you've got your bird flying over my place.

A Comment noted. The comment period was extended to March 2, 1987.

A Comment noted. The preferred route does not cross Bethel Island.

B See responses to T-140 D, T-152 B, T-152 F, and T-156 B.

A See responses to L-184 A and T-82 C.

B Alternative C, which crosses your property on Bethel Island, is not the Project preferred route. Although houses and other buildings would not be permitted under a transmission line, there are uses of the right of way that would be permitted including many types of agriculture. If you have questions about a specific use of transmission line rights-of-way, please contact the COTP.

T-162 (continued)

B
(cont.)

The rights-of-way which are needed for construction, access, and maintenance of the transmission line are called easements. These easements will be acquired by either TANC or Western on behalf of the COTP participants. The landowner retains title to the land itself and may continue to use the property in ways that are compatible with the transmission line. Landowners will be compensated for easements across their land. An appraisal will be made to determine the fair market value of the required easement. The value of the easement will be based on several factors including the amount of the productive use of the property that is being taken from the landowner. The appraisal will be prepared by a qualified real estate appraiser who is familiar with each local area. The landowner will have the opportunity to accompany the appraiser during inspection of the property. After the appraisal is completed the landowner will be presented with a written offer to purchase the required easement. Once agreement is reached, the transaction will be processed as expeditiously as possible. The COTP will make every good faith effort to negotiate a fair purchase price for the necessary easements.

T-162 (continued), T-163, T-164, T-165

C [I think if you're going to put it over there, buy property. Do it right where you don't hurt nobody. That's all I got to say.

I'm kind of disgusted with this whole damn thing.
MR. PUGH: Thank you.

T163 - CHRIS JENNUAKIN:

A [My name is Chris Jennuakin, and my address is Route 1, Box 163NP, Brentwood, California. I'm also a property owner in this area who is very very concerned, first, I think, with the EIR/EIS not proving that there definitely is a need for the power to be transmitted from Oregon to the Central California Area.

Three weeks ago, I went over to Hoover Dam. As of now, Hoover Dam supplies the Los Angeles area and the Imperial Valley with three quarters of the output from that Dam. As of April of this year, Hoover Dam is going to be increased by 25 percent. I think that with the increases and also the amount of power that is going there already, we do not need any other agencies providing power for the central part of California.

Thank you.
MR. PUGH: Thank you.

T164 - TRACEY NELSON:

A [My name is Tracey Nelson. I represent Assemblyman Phillip Eisenberg.

I wanted to show, for the record, that the Assemblyman is preparing a letter to the lead agencies for the California/Oregon Transmission Project asking for a minimum 45 day extension for comments on this project.

Thank you.

T165 - TIM SHELLEY:

A [I am Tim Shelley, and I'm here representing Senator Boatwright.

We have joined with the other public officials representing the constituency in Eastern Contra Costa County in also requesting the delay in the period for the public comments. A letter has been sent out to the appropriate agencies, and we would appreciate your consideration of the request.

Thank you.

C See response to T-162 B.

A Capacity additions, such as the Hoover upgrade, were included in the analysis which showed the COTP to be beneficial. That is, the additional power resources to be delivered over the COTP to the California utilities are assumed in the economic analysis presented in the COTP Draft EIS/EIR to be in addition to the Hoover upgrade. The analysis shows the costs of service to the ratepayer is lower with the Hoover uprate and the COTP than without the COTP.

A Comment noted. The comment period was extended to March 2, 1987.

A Comment noted. The comment period was extended to March 2, 1987.

1 REPORTER'S CERTIFICATE

2

3 THIS IS TO CERTIFY that I, ALICE BOOK, a Certified

4 Shorthand Reporter of the State of California, was present

5 during the hearing of the TRANSMISSION AGENCY OF NORTHERN

6 CALIFORNIA and WESTERN AREA POWER ADMINISTRATION held in

7 Brentwood, California, on Tuesday, January 13, 1997; that

8 as such I recorded in stenographic shorthand writing the

9 testimony given; that I thereafter caused my stenographic

10 shorthand writing to be transcribed into longhand typewriting,

11 and the preceding 49 pages constitute said transcript; that

12 the same is a true and correct transcription of my

13 stenographic writing for the date herein specified.


14 Dated January 26, 1997

15

16

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18

19 
20 Alice Book, C.S.R.

21

22

23

24

25

26

T-166



P.O. Box 761 • Bethel Plaza, Bethel Island, CA 94511 • 415/684-3470

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January 13, 1987

Environmental Coordinator
California-Oregon Transmission Project
PO Box 660970
Sacramento, CA 95866

As district engineer for Reclamation District 799, I have two concerns regarding the Draft EIR/EIS for the C-OTP transmission lines.

A [The route along Dutch Slough Road in our district crosses over the district's main drainage pump station. These two large pumps are the backbone of an essential system that drains the district; most of which is below sea level. The pump structure rests on piles over a sump reinforced with sheet piles. To relocate the pump station would require rebuilding this substantial structure as well as extensive regrading of several large drainage ditches.

B [The other concern I have about these large transmission lines along our levee is that they will impair future access by dredges with long booms for maintenance or emergency repair work.

A See response to L-267 A.

B See response to L-309 01.

Sincerely,

Barbara Burns, RCE

T-167

Tom Torlakson

Supervisor, District Five
Contra Costa County
Board of Supervisors



300 East Leland Rd.
Suite 100
Pittsburg, California 94565
(415) 439-4138

January 8, 1986

James Beck, Chairman
The Transmission Agency of Northern California
William Clagett, Administrator
The Western Area Power Administration
P.O. Box 661030
Sacramento, CA 95866

SUBJ: California-Oregon
Transmission Project
Draft EIR/EIS

Gentlemen:

A [I would like to request an extension of the response period for public review of the California-Oregon Transmission Project EIR/EIS beyond the February 3, 1987, deadline.

B [Public input during the scoping meetings have been limited. I understand the Public Utilities Commission has already noted the lack of public input in its comments on the Committee Review Draft of the EIR/EIS. Furthermore, notification of these meetings appear to have been inadequate. I understand further that documents were not provided to the communities until the middle of December rendering a very limited timeframe to review the extensive materials. Inadequate notification coupled with limited time provided for review certainly makes it difficult to assure proper citizen review and input.

C [I believe every effort should be made to ensure adequate citizen review and input. I urge you to extend the deadline for the response period for an additional 45 days.

Sincerely,

Tom Torlakson

Tom Torlakson

A See response to T-156 A.

B See response to T-156 B.

C See response to T-156 C.

TT:gro

T-168

Community
Development
Department

County Administration Building
651 Pine Street
Floor, North Wing
Concord, California 94553-0095

Phone:

372-2026

Contra
Costa
County



Harvey E. Bragdon
Director of Community Development

The Transmission Agency of Northern California
James Beck, Chairman
The Western Area Power Administration
William Clagett, Administrator
P.O. Box 661030
Sacramento, CA 95866

Dear Sirs:

A I am writing to support the December 31, 1986 request of P.R.O.P.P. (Positive Resolution of Powerline Problems) for an extension to the period for review of the Draft Environmental Impact Report/Environmental Impact Statement for the California-Oregon Transmission Project.

For the reasons pointed out in the December 31, 1986 letter from P.R.O.P.P., it would seem that the granting of an additional 45 days to review the Draft EIR/EIS would provide interested citizens an opportunity to fully understand the issues involved, to fully evaluate and critique the draft document, and to provide the lead agency with comments which would perfect the EIR/EIS.

Additional review time would also be beneficial to this department, as staff resources are scarce and we would hope to have additional time to perform the detailed type of review for this project which it deserves.

If you have any questions concerning this request, please call.

Sincerely yours,

Harvey E. Bragdon,
Director of Community Development

HEB:db

cc: Positive Resolution of
Powerline Problems
Christine Thresh, Coordinator
Supervisor Torlakson

A

Comment noted. The comment period was extended to March 2, 1987.

T-169

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

A

There has been no study
needed for power to be transferred
from Oregon to the Los Angeles area.
34% of the power from Hoover Dam
is sent to the L.A. Imperial Valley
Area. Engineers are now in the
process of upgrading the power
developed by Hoover Dam. There
will be a 25% increase in power as
of April of this year. This should be
more than adequate. With this
increase, there is no need for
power from another source.

A

The Participants in the COTP serve loads across most of California, not just southern California. See also responses to L-3 V and T-163 A.

Hearing Date: 1/13/87

Location: Brentwood, CA

Name/Address: Christine Jesuety
Rt 1 Box 163 VP
Brentwood, CA 94513

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

T-170

WRITTEN COMMENT FORMS
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

My name is Lynette Johnson. I am here on
behalf of Congressman George Miller.

A

He believes that his constituents deserve
the opportunity to thoughtfully review this
enormous document in order to make
intelligent comments on issues that so
greatly impact them.

Therefore, Congressman Miller will make
a formal request for an extension of
the comment period.

A

Comment noted. The comment period was extended to March 2, 1987.

Bearing Date: 1-13-87

Location: Breathwood

Name/Address: Congressman George Miller
367 Civic Drive

Mail to: Plaque Hill Ct 94523
415 887-3260

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

T-171

WRITTEN COMMENT FORM
FOR THE DRAFT EIS/EIR
FOR THE
CALIFORNIA-OREGON TRANSMISSION PROJECT
AND THE
LOS BANOS-GATES TRANSMISSION PROJECT

If you have comments on the Draft Environmental Impact Statement/Environmental Impact Report that you would like to have considered by the lead agencies, you can use this form to write them down. This form can be handed in to the court reporter at the meeting, or mailed to the Environmental Coordinator at the address below. Your comments must be mailed by February 3, 1987. Thank you.

A [Why Not get power from the
Wind farm in Byron

Bearing Date: 1-13-87
Location: Edna Hill School
Name/Address: CHSILIF KNAPP
RT 1 BOX 142-4 Brentwood CA

Mail to:

Environmental Coordinator
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866
(916) 924-3995

A The Draft EIS/EIR assumes approximately 4500 MW of small resources (QFs) and cogeneration comes on line in the next five years and over 7600 by the year 2004. More than one third of all new capacity is expected to be provided by QFs and cogeneration. The Draft EIS/EIR did not analyze QF projects on a site-specific basis. Rather, an estimate of total available QFs was developed based on the costs and rate of installation of these projects in recent years. If more power can be developed economically at the Byron Wind farms, then that power is expected to be used in addition to power purchased and transmitted over the Project. Note that even small projects require power lines from the projects to the loads.

T-172

Positive Resolution
of Powerline Problems **PROPP**

PO BOX 338 · BETHEL ISLAND, CALIFORNIA 94611 · 415-684-3362/684-2110

December 31, 1986

The Transmission Agency of Northern California,
James Beck, Chairman
The Western Area Power Administration,
William Clagett, Administrator
PO Box 661030
Sacramento, CA 95866

Reference: California-Oregon Transmission Project
Draft EIR/EIS

Gentlemen:

- A** [P.R.O.P.P. is requesting, on behalf of the East Contra Costa County Area, an extension of the response period beyond the present February 3, 1987 cut off. C.E.Q.A. Section 15105 (a) allows over 90 days in unusual circumstances, and an eight volume EIR is an unusual circumstance. N.E.P.A. Section 40CFR -- 1506.10 (d) also allows the Lead Agency to extend the response period. The reasons for P.R.O.P.P.'s request are as follows:
- B** [The lack of public input in the early Agency and Public Scoping meetings is one reason. The California Public Utilities Commission staff has already noted the lack of public input in its comments on the Committee Review Draft of the EIR/EIS. See item D.30 in September, 1986 Comments.
- C** [To add to this we have been presented no evidence that the Agency and Public Scoping meetings of May, 1985 were advertised or noticed adequately to the public. Per C-OTP's Summary of June, 1985 "Agency Scoping Meeting Contacts," page 1554 T, Appendix C -- the only county agency contacted in Contra Costa was the Contra Costa County Resource Agency Conservation District. Since the entire area south of the river which has alternative routes is unincorporated, the lead agency was and is the Contra Costa County Community Development Department (CCCDD). The appropriate lead agency was not contacted. Further, the CCCDD has a standard notice list which was not used.
- The Summary of Alternative Route Workshops dated February, 1986 shows again that efforts to involve the public were minimal and ineffectual. The November, 1985 Alternative Workshops were advertised in the Antioch Ledger, Contra Costa Times, and Tracy and Stockton newspapers. Further, the Ledger-Times advertisement contained a map captioned "Antioch Area." The papers that are most closely

- A** Comment noted. The comment period was extended to March 2, 1987.
- B** See response to T-152 B.
- C** See response to T-152 F.

T-172 (continued)

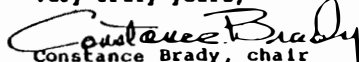
C east county papers are the Brentwood News, the Bethel Island Beacon, Discovery Bay Soundings, and the Oakley Gazette. These papers were not used for advertising, nor were they furnished press releases.

D In Appendix B of the Summary, page 923AA - "Telephone Networking Contacts," it shows that the Bethel Island Municipal Improvement District was contacted. The chairman of the board of directors, Howard Holmes, assures me that he is aware of no contact until May of 1986 when C-OTP asked to rent the BIMID hall for a public presentation. Since the meetings C-OTP held in east county in May, 1986 and November, 1986 were too late to influence the EIR/EIS or the route alternatives, the public input of the east Contra Costa County Area is almost totally lacking. We must make up for this now in our comments on the Draft EIR/EIS.

Further, although you have given us in excess of 45 days to comment, the communities received the documents one to two weeks into December, rendering us, with the holidays, only approximately 30 days to respond with written comments and 15 days to respond at the scheduled local public hearing.

In summation, due to the lack of meaningful early scoping sessions and workshops in our area, the document is severely flawed. The complexity of the issues require that we retain the specialized expertise of consultants to help us with our responses. The community feels it deserves an additional 45 day extension of the response period.

Very truly yours,


Constance Brady, chair

cc: California Public Utilities Commission, Mike Burke,
Regulatory and Environmental Coordinator
US Congressman George Miller
State Senator Daniel Boatwright
State Assemblyman Phil Isenberg
Contra Costa County Supervisor Tom Torlakson
Contra Costa County Community Development Department
Office of Planning and Research, Sacramento
California Energy Commission

D See response to T-152 G.

T-172 (continued)

PP's CARBON COPY LIST FOR CORRESPONDENCE

Tom Torlakson
Contra Costa County Supervisor
5th District
300 East Leland, Suite 100
Pittsburg, CA 94565

Daniel Boatwright
California State Senator
Attn: Tim Shelley
1035 Detroit Ave, Suite 200
Concord, CA 94518

Phil Isenberg
California State Assemblyman
Attn: Tracy Nelson
625 West 4th, room 5
Antioch, CA 94509

Contra Costa Community
Development Department
Attn: Dennis Barry
Admin. Building, N. Wing
651 Pine Street
Martinez, CA 94553

Zach Cowan, Attorney at Law
1 Mint Street
San Francisco, CA 94103

Mike Burke, Regulatory and
Environmental Coordinator
California Public Utilities
Commission
1107 9th Street, suite 710
Sacramento, CA 95814

George Miller
US Congressman
Attn: Linelle Johnson
c/o Antioch City Hall
PO Box 180
Antioch, CA 94509

Bill Marcus
JBS Energy
311 D Street
West Sacramento, CA 95605

STATE AGENCIES

California Energy Commission
Attn: Gary Heath
1516 9th Street
Sacramento, CA 95814

Regional Water Quality
Control Board
Region 5 - Sacramento
(Central Valley)
3201 S Street
Sacramento, CA 95816

State Board of Reclamation
Mel Schwartz
416 9th Street
Sacramento, CA 95814

Department of Water Resources
Ken Fellows
1416 9th Street, room 215-6
Sacramento, CA 95814

State Fish & Game
Ted Wooster
Napa Area
7329 Silverado Trail
Napa, CA 94558

Office of Planning and
Research
State Clearinghouse
Norma Wood
1400 10th
Sacramento, CA 95814

T-172 (continued)

PROPP STEERING COMMITTEE

Chair: Constance Brady
Vice Chair: John Mass
Treasurer: Christine Jenneiahn

<u>Organization</u>	<u>Representative</u>
Discovery Bay Builders Discovery Bay Design and Environmental Review Committee	Roberta Fuss 4525 Discovery Pt. Byron, CA 94514 634-2409
Reclamation District 799	Bob Gromm PO Box 447 Bethel Island, CA 94511 684-2117
Reclamation District 2065	John Mass Jr. PO Box E Knightsen, CA 94548 684-2193
Bethel Island Municipal Improvement District	Jasper Sipes PO Box 85 Bethel Island, CA 94511 684-3238
Byron Chamber of Commerce	Ann Templeton 1229 Marina Circle Byron, CA 94514 634-4620
Bethel Island Chamber of Commerce	Ardith Wallace PO Box 263 Bethel Island, CA 94511 684-3650
Bethel Island Golf Course	Coreen Hornbeak PO Box 455 Bethel Island, CA 94511 684-2654
Byron Sanitary District	c/o Earl Wetzel PO Box 184 Byron, CA 94514 634-4416
Byron School District	Mary Beth Wolford Rt 1 Box 48 Byron, CA 94514 634-2128

T-172 (continued)

<u>Organization</u>	<u>Representative</u>
Bethel Island Area Association	Daniel C. Miller PO Box 860 Bethel Island, CA 94511 684-2375
Knightesen Community Council	Christine Jenneiahn Rt 1 Box 163NP Brentwood, CA 94513 625-4347
Small Farmers	Barbara deFremery & Leo Mantelli PO Box 102 Knightesen, CA 94548 625-3728
Small Farmers	Roger Cottle Rt 1 Box 164 Brentwood, CA 94513 625-1940
Small Rancher	Aaron B. Carpoff PO Box 114 Knightesen, CA 94548 625-3377
Large Farm & Livestock	Bob Dal Porto 5691 Marlin Dr. Byron, CA 94514 634-6289
Large Farm & Livestock	Helen Halsey Jersey Island Star Route Stockton 95209 684-2318
Large Holding	Sheldon G. Moore 634-3095
Jersey Island Co.	c/o Cynthia Hummel 684-2482
Caliente Yacht Club	Charles Cline Harbormaster Taylor Road Bethel Island, CA 94511 684-9979
City of Brentwood	Art Gonzales 838 Railroad Avenue Brentwood, CA 94513 634-2312

T-172 (continued)

-At Large

Constance Brady, A.I.A.
PO Box 339
Bethel Island, CA 94511
684-3362

Christine Thresh
PO Box 290
Bethel Island, CA 94511
684-2110

James Halcomb, Mgt.Conslt.

TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

--oOo--

Public Hearing Re:)
)
Draft EIS/EIR for the California-Oregon)
Transmission Project and for the Los)
Banos-Gates Transmission Project;)
Transmission System Reinforcement)
Facilities planned in the Pacific)
Northwest.)

--oOo--

Vacaville, California

1:10 p.m.

--oOo--

January 14, 1987

Reported by: David J. Schlenker
 CSR No. 1336

CAPITOL REPORTERS

DEPOSITION & GENERAL COURT REPORTERS

820 ALHAMBRA BLVD. SACRAMENTO, CA 95816

(916) 446-2757

T-173

VACAVILLE, CALIFORNIA, WEDNESDAY, JANUARY 14, 1987, 1:10 P.M.

Introduction to hearing presented by the Transmission Agency of Northern California and the Western Area Power Administration hearing representatives. Please refer to the Klamath Falls hearing transcript for text of introduction.

I have a person signed in, Mr. Jay White.
Do you want to make comments on the record on the EIS?

T173 - JAY WHITE:

I would like to make some comments, yes. I am not sure it is regarding the EIS because I haven't seen the EIS.

MR. FEIDER: Do you want to step forward to make your comments?

MR. WHITE: Mr. Chairman, members of the committee, my name is Jay White. I am president of the California Aviation Council. Our address is P.O. Box 331, Los Altos, California 94023.

My purpose in attending the meeting is that I am on the mailing list for your news letter and I apologize for being late. It is about an hour-and-a-half drive. I hadn't anticipated taking that long.

Our organization is a nonprofit statewide public benefit corporation which is dedicated to the preserving the airports, the air space, in effect the air transportation system of the State of California.

We are interested in the project primarily from the standpoint as to how it may affect the existing airports and possibly any future airport.

I have not seen a copy of the environmental impact statement so I don't know if, in fact, there are any of the current airports that might be affected. I have been informed informally that there are at least three airports in the state that may be adversely affected, one being at Newell up in the northern part of the state not far from Klamath Falls.

We are losing airports in California, public use airports at the rate of three a year. This has been going on since 1945. These are primarily the general aviation airports, but they are airports that provide public transportation. So whenever there is any sort of project that may adversely affect public use airport, it is something that we certainly want to look at and to try to assure that there will be compatibility with whatever the project may be.

Now, there are two types of problems that we normally run into regarding these airports.

One is incompatibility uses such as perhaps residential developments or industrial developments around an airport which can lead to complaints because of the noise.

A [

A

See response to L-197 A.

T-173 (continued)

The other type of problem is the instruction-type problem which I think would be the type most likely involved with the project. Anything that constitutes navigational hazard, possible collision hazard, near the airports that, of course, is a major concern.

- B** [Tall towers that might extend into the flight path near an airport. That is something that certainly we are very concerned about. The normal standard that we use for determining whether or not a project might create a navigational hazard is the standard step by the federal aviation regulation part 77 which starts at an area starting at the center of the airport and extends sort of a football stadium pattern around the airport. And it sets certain heights for certain areas depending on the distance from the airport and whether it is off the end of the runway or off of the side of the runway. So it -- our chief concern, I think, insofar as your project is concerned, is whether or not any of the construction might be close enough to an airport with the transmission, the towers, or whatever construction there is that there might be a hazard created.

C [And of course, if the project is too close to an airport, then that creates, raises the other question of compatibility as far as the use of the land itself.

- D** [One specific comment that I heard regarding the airport of Northern California at Newell is that the operators of the airport there that use the airport primarily for industrial operation, agricultural operation, their concern that the towers might extend high enough to interfere with the heavily loaded agricultural aircraft that take off with the various applications that are used for the crops.

I don't know if there has been any decisions as to exactly where the line will be situated in that area, but it is the sort of thing, that is one specific thing we are concerned about. And if there are other airports in the state that would be affected, we are certainly concerned about those as well.

So I guess the main thing that I need to do at this point is to inform myself further by obtaining a copy of the EIS to see if that has been addressed. And if it has or has not, perhaps we would want to make some formal comments regarding the statement.

Thank you.

- B** COTP towers near airports will be constructed to meet FAA requirements.

- C** See response to T-173 B.

- D** The Project preferred route is located approximately two miles east of the Newell Airport. See responses to L-197 A and T-175 H.

1 REPORTER'S CERTIFICATE

2 STATE OF CALIFORNIA)
3)
4 COUNTY OF SACRAMENTO)

5 I, DAVID J. SCHLENKER, certify that I am a
6 Certified Shorthand Reporter for the State of California and
7 that I reported verbatim in shorthand writing the foregoing
8 proceedings; that I thereafter caused my shorthand writing to
9 be reduced to typewriting, and the pages numbered 1 through
10 17 inclusive, constitute a full, true, and correct record of
11 said proceedings.

12 AGENCY: Transmission Agency of Northern California
13 and
14 Western Area Power Administration
15 CAUSE: Public Hearing on Draft EIR/EIS re:
16 California-Oregon Transmission Project;
17 Los Banos-Gates Transmission Project;
18 Transmission System Reinforcement
19 Facilities.

20 DATE: January 14, 1987

21 IN WITNESS WHEREOF: I have subscribed this
22 certificate in Sacramento, California on this 27th day of
23 January, 1987.

24 
25 DAVID J. SCHLENKER
 CSR No. 1336

Vacaville

REGISTER TO PRESENT COMMENTS VERRALLY

	<u>NAME, AFFILIATION</u>	<u>ADDRESS, PHONE NO.</u>
1.	JAY WHITE CAL. AVIATION ENGINEER	Box 331 (415) 594-7300 Los Altos, CA 94023-0331
2.		
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TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

---oOo---

Public Hearing Re:)
)
Draft EIS/EIR for the California-Oregon)
Transmission Project and for the Los)
Banos-Gates Transmission Project;)
Transmission System Reinforcement)
Facilities planned in the Pacific)
Northwest.)
-----)

---oOo---

Coalinga, California

7:00 p.m.

---oOo---

January 14, 1987

Reported by: Cheryl L. Kyle
CSR No. 7014

COALINGA, CALIFORNIA, WEDNESDAY, JANUARY 14, 1987, 7:00 P.M.

Introduction to hearing presented by the Transmission Agency of Northern California and the Western Area Power Administration hearing representatives. Please refer to the Klamath Falls hearing transcript for text of introduction.

Is there anyone that does wish to speak tonight that hasn't signed up? Would you like to speak?

T175 - JAMES ALLEN:

MR. ALLEN: Yes, sir.

MR. PUGH: We will request that you provide us with your address and telephone number so we can follow up if necessary or if you raise questions. If you represent a group or an agency, please identify it and give us its address and telephone number, too.

Also, either myself or the co-chair may ask questions to clarify your comments for the record if we feel it is necessary.

MR. ALLEN: My name is James Allen, Allen Ranch, P.O. Box 925, Coalinga. The phone number is 209-935-0843.

I have a letter, which we've addressed to Greg Parker, Right-of-Way Agent, Pacific Gas and Electric, I would like to read.

This letter is intended to outline our position regarding the proposed power line to be constructed by Pacific Gas and Electric. It is the opinion of the Allen Ranch that we oppose any new line construction in our area due to the damage that this construction would impose on our productive lands. We feel that this line would create perpetual increased costs of crop production due to the towers and the related power line. Our experience with the existing Gates line has presented us with several problems, such as the following:

Irrigation problems including water flow and distribution in the fields; decreased tractor operation efficiency resulting in increased traffic, costs and limitations on operation selection; loss of productive ground from the wide bases of towers; increased insect pressure around towers and lines; exposure of employees and contractors to high power danger; limitation on selection of type of application of seed, and materials for insects and weeds; loss of aerial application effectiveness with weed and insect control as well as seeding; increased cost of and insect control as well as seeding; increased cost of materials necessary to fly over lines with loss of material and pest control.

If P.G. & E. continues with their present route, we will aggressively pursue for damages related to construction as well as continual compensation for disruption and complication of crop production.

If construction of a new line across our property is

Electric transmission lines can impose some constraints on agricultural operations. These constraints are weighted with other factors to determine the best alignment for a transmission line. In 1979, PG&E hired Resource International, a consulting firm, to conduct a study entitled "The Effects of Electric Transmission Lines and Towers on Agriculture." The study investigated the costs per year imposed on agricultural operations by transmission lines using 115 kV, 230 kV, and 500 kV lattice steel tower types. All property owners are compensated for the right-of-way and these changes in agricultural operating costs can be included as part of the negotiations for right-of-way payment.

Costs of additional irrigation operations are included as part of the above-mentioned study.

Costs of additional farm equipment operations are included as part of the study.

Measurements taken under actual field conditions as part of the study show a maximum of 0.14 acres taken out of production for each lattice type 500 kV tower. PG&E now has a tubular type 500 kV tower design that can significantly reduce this area and is willing to consider it as part of this project. The loss of productive ground can be compensated for as part of the right-of-way payment.

T-175 (continued)

E Increased insect pressure around transmission line towers results from the discontinuation of cultivating the soil at the tower bases and limitations on the application of pesticides near the towers. The plants growing in these uncultivated areas act as insectaries around the towers.

The degree of impact of insects on crops depends on the type of crop that is grown in the field under the transmission line. Crop type influences a variety of factors: cropping pattern and ability to plant under towers, species of insects that increase in number, suitable time and frequency of treatment, kind of material and type of application, and secondary effects of the pesticide treatment.

Due to the size of each affected area at the tower base (0.14 acres) manual application of herbicides is recommended. The increased cost for such management techniques can be negotiated as part of the right-of-way payment.

F Electric transmission lines are constructed to provide a high degree of safety to the public, but the physical and electrical nature of electric transmission lines can create a potential hazard if they are not properly constructed and operated. Because transmission lines are designed in accordance with CPUC General Order 95, which specifies the minimum overhead electrical clearances that must be maintained, the proposed Los Banos-Gates 500 kV transmission line will be safe from direct, inadvertent contact. Also, the California high Voltage Electrical Safety Orders (Title 8 Article 37) establishes safe working clearances for men and equipment in the vicinity of high voltage transmission lines and should be consulted for additional information.

G See response to T-175 E for discussion on insect material application. The problem of seeding limitations is also crop dependent. Common seeding machinery used in field crops is able to move freely beneath the transmission towers. In certain circumstances, where planting machinery cannot move beneath the towers, the landowner will be compensated for the land taken out of production. The costs can be quantified and used as a basis for negotiations for right-of-way with the landowners.

H Costs of performing agricultural aircraft operations for growers are comprised of a basic charge per acre (flying rate) plus a total materials-applied charge. It is common that an additional one to three passes per transmission tower are made to ensure adequate coverage within and around the tower. Resource International found no instance where a higher flying rate was levied against growers who had fields with towers. In any case, costs for additional materials or charges can be negotiated as part of the right-of-way payment.

T-175 (continued)

inevitable, we would propose moving the route and line to the location of West 10 as shown on the western edge of route West 10 on Map 7. We feel this alternative would be beneficial to both parties if it is deemed construction in this corridor is necessary.

This route and line would cross Allen property at a location where field crop production is not currently engaged, relieving the Allen Ranch of related production problems and relieving PG&E of the cost of compensation for these problems. However, this route does not relieve PG&E of right-of-way costs which are unavoidable. This alternative route is within PG&E's group of preferred routes and is geographically very close to their presented first choice. We view this compromise as the most attractive alternative for both parties involved in case construction on our property does occur.

We look forward to working closely with PG&E staff in actual line and tower placement, along with the tower configuration, can be agreed upon. Sincerely, James Allen.

MR. PUGH: Thank you, Mr. Allen.

Do you have a letter you that you wish to submit for the record?

MR. ALLEN: We'll submit that, and I have additional copies for interested parties as well.

MR. PUGH: Thank you.

While route West 10 does avoid field crop production across the Allen Ranch property in Sections 21 and 22; Township 20 South; Range 16 East--Mount Diablo Base and Meridian, it adds 1.2 miles to the length of a 500 kV transmission line. The primary purpose of the West 10 route was for a 500 kV line to stay under the civil airport imaginary surfaces for a proposed air cargo port as described in Federal Aviation Administration Regulations Part 77. Since the prospect of the air cargo port ever being built is remote, route West 9 was chosen over route West 10 as the preferred route for the following reasons:

- The northerly segment of Route West-10 crosses part of the Coalinga Nose Oil Field.
- The additional length of line to avoid a maximum of 1.2 miles of existing agricultural land cannot be justified economically. The major cost components of a transmission line are construction materials and labor to build the line and not right-of-way payments to compensate landowners for losses.
- Route West 10 crosses El Dorado Avenue near two residences located adjacent to and west of that avenue.
- Route West 10 crosses steep terrain south of the Southern Pacific Railroad tracks requiring permanent access roads to the tower sites.

1 REPORTER'S CERTIFICATE

2 STATE OF CALIFORNIA)
3)
4 COUNTY OF SACRAMENTO)

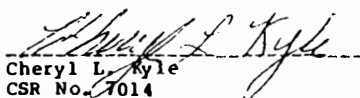
5 I, CHERYL L. KYLE, certify that I am a Certified
6 Shorthand Reporter for the State of California and that I
7 reported verbatim in shorthand writing the foregoing
8 proceedings; that I thereafter caused my shorthand writing
9 to be reduced to typewriting, and the pages numbered 1
10 through 15 inclusive, constitute a full, true, and correct
11 record of said proceedings.

12 AGENCY: Transmission Agency of Northern California
13 and
14 Western Area Power Administration

15 CAUSE: Public Hearing on Draft EIR/EIS re:
16 California-Oregon Transmission Project;
17 Los Banos-Gates Transmission Project;
18 Transmission System Reinforcement Facilities.

19 DATE: January 14, 1987

20 IN WITNESS WHEREOF, I have subscribed this certificate
21 in Sacramento, California on this 16th day of January, 1987.

22 
23 Cheryl L. Kyle
24 CSR No. 7014
25

T-176



January 14, 1987

Mr. Greg Parker
Right-Of-Way Agent
Pacific Gas & Electric
1401 Fulton St.
Fresno, CA 93760

Dear Greg:

A This letter is intended to outline our position regarding the proposed power line to be constructed by Pacific Gas & Electric. It is the opinion of The Allen Ranch that we oppose any new line construction in our area due to the damage that this construction would impose on our productive lands. We feel that this line would create perpetual increased costs of crop production due to the towers and the related power line. Our experience with the existing Gates line has presented us with several problems, such as the following:

- B** 1. Irrigation problems including water flow and distribution in the fields
- C** 2. Decreased tractor operation efficiency resulting in increased traffic, costs and limitations on operation selection
- D** 3. Loss of productive ground from the wide bases of towers
- E** 4. Increased insect pressure around towers and lines
- F** 5. Exposure of employees and contractors to high power danger
- G** 6. Limitation on selection of type of application of seed, and materials for insects and weeds
- H** 7. Loss of aerial application effectiveness with weed and insect control as well as seeding; increased cost of materials necessary to fly over lines with loss of material and pest control

If P.G. & E. continues with their present route, we will aggressively pursue for damages related to construction as well as continual compensation for disruption and complication of crop production.

A Comment noted.

B See responses to T-175 A through T-175 I.

C See responses to T-175 A through T-175 I.

D See responses to T-175 A through T-175 I.

E See responses to T-175 A through T-175 I.

F See responses to T-175 A through T-175 I.

G See responses to T-175 A through T-175 I.

H See responses to T-175 A through T-175 I.

T-176 (continued)

If construction of a new line across our property is inevitable, we would propose moving the route and line to the location of West 10 as shown as the western edge of route West 10 on Map 7. We feel this alternative would be beneficial to both parties if it is deemed construction in this corridor is necessary.

This route and line would cross Allen property at a location where field crop production is not currently engaged; relieving The Allen Ranch of related production problems and relieving P.G. & E. of the cost of compensation for these problems. However, this route does not relieve P.G. & E. of right of way costs which are unavoidable. This alternative route is within P.G. & E.'s group of preferred routes and is geographically very close to their presented first choice. We view this compromise as the most attractive alternative for both parties involved, in case construction on our property does occur.

We look forward to working closely with P.G. & E. staff in the future so that the details in regards to the actual line and tower placement, along with the tower configuration can be agreed upon.

Sincerely,


James S. Allen

See responses to T-175 A through T-175 I.

JSA:sw

TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

---oOo---

Public Hearing Re:)
Draft EIS/EIR for the California-Oregon)
Transmission Project and for the Los)
Banos-Gates Transmission Project;)
Transmission System Reinforcement)
Facilities planned in the Pacific)
Northwest.)

---oOo---

Santa Nella, California

7:00 p.m.

---oOo---

January 15, 1987

Reported by: Cheryl L. Kyle
CSR No. 7014

SANTA NELLA, CALIFORNIA, THURSDAY, JANUARY 15, 1987, 7:00 P.M.

MR. FEIDER: I'd like to welcome you to tonight's hearing. My name is Jim Feider. I'm Deputy Area Manager, Sacramento area office of the Western Area Power Administration. With me here this evening is Archer Pugh, a private attorney who has been retained by the Transmission Agency of Northern California to represent them in this hearing.

Mr. Pugh and I are co-chairing this hearing for the purpose of receiving your comments on the Draft Environmental Impact Statement/Environmental Policy Report, EIS/EIR, which was jointly prepared by Western and TANC, the joint lead agencies under the National Environmental Policy Act, NEPA, and the California Environmental Quality Act, CEQA.

Other representatives of the Transmission Agency of Northern California and the Western Area Power Administration and BPA are in the audience so that they may become aware of your comments as you give them. Those present this evening, from Pacific Gas and Electric, Diane Lahey, who is the Los Banos District Manager; Nancy Gross and also from Environmental Consultant, D.O. John Everham; from the Transmission Agency we have J. Abbott and also from Western Area Power is Jim Hartman.

The EIS/EIR is an informational document which is intended to inform public agency decision-makers and the public of the significant environmental effects of a proposed project, identify possibly ways to minimize the significant effects, and describe reasonable alternatives to the project.

The procedures we are following are intended to ensure that environmental information is available to public officials and citizens, and to ensure that they can comment before decisions are made and before actions are taken.

Mr. Pugh will now give a short presentation on the projects discussed in the Draft EIS/EIR. Following that, there will be an oral comment period. Finally, there will be a period during which written comments will be entered into the record. Arch.

MR. PUGH: Thank you, Jim.

Our hearing tonight concerns the Draft Environmental Impact Statement/Environmental Impact Report for the California-Oregon Transmission Project and the Los Banos-Gates Transmission Project. Also included in this Draft EIS/EIR is an environmental report on the transmission system reinforcement facilities planned in the Pacific Northwest.

The electrical transmission projects are proposed by public and privately owned utilities to expand and reinforce the Pacific Northwest-Pacific Southwest Intertie. The Projects have multiple purposes and would essentially, one, provide a third 500-kv AC transmission path between southern Oregon and Central California, known as the California-Oregon Transmission Project; two, complete a third 500-kv AC transmission path in the San Joaquin Valley of California, known as the Los Banos-Gates Project; and, three, reinforce the existing 500-kv AC transmission system facilities in Oregon and southern Washington,

known as the Pacific Northwest Reinforcement Project.

The basic objective of the proposed actions is to economically help meet future power needs in the participants' service areas. The facilities to be constructed would serve many purposes, including the addition of approximately 1,600 megawatts of transmission capability for power purchases, sales, and exchanges between California and the Pacific Northwest utility systems.

The COTP is a proposal to construct or upgrade and operate approximately 340 miles of transmission lines and related facilities:

A new 500-kv AC transmission line from the California-Oregon border area to the Redding, California area; upgrading an existing double circuit 230-kv AC line owned by the Western Area Power Administration to a 500-kv AC line from the Redding area to the Tracy area; approximately 20 miles of the southern-most part of the upgrade will be relocated onto a new and separate right-of-way; construct a new single circuit or double circuit 500-kv AC transmission line between the Tracy Substation and the Tesla Substation; construction of a new switching station in the southern Oregon border area near either Keno, Malin or Pinehurst along the existing Malin-Meridian 500-kv AC transmission; construction of a new substation to be called Olinda south of Redding, California; construction of a new series compensation station near the town of Maxwell, California; construct, expand and modify the Tracy and Tesla Substations; and microwave communication system facilities in the Project area.

Western and TANC will make a determination as to the adequacy of the EIS/EIR. Then the participants in the COTP will decide whether or not to construct the COTP.

The Bonneville Power Administration must decide whether or not to allow interconnection of the COTP to the existing Intertie system and to upgrade the existing system in the Pacific Northwest to accommodate the additional capacity. The BPA Administrator will be considering both BPA's Intertie Development and use EIS and the COTP EIS in arriving at such a decision. BPA has contractual rights and responsibilities with Pacific Power and Light Company to construct and own the interconnection between the COTP and Pacific Northwest system; however, the responsibilities for interconnection have not been finalized and will be negotiated between the COTP Participants and the Pacific Northwest entities. For these reasons, BPA is a cooperating agency under the National Environmental Policy Act for this EIS.

BPA has provided to Western the necessary environmental documentation concerning the Pacific Northwest Reinforcement Project.

The proposed action for the Los Banos-Gates Transmission Project includes the following facilities and activities:

Constructing approximately 84 miles of new 500-kv transmission line between Los Banos and Gates Substations; realigning the existing Los Banos-Midway No. 2, 500-kv transmission line into Gates Substation; modifying existing substations to accommodate new electrical equipment and the new line; reconductoring portions of the Gates-Arco-Midway 230-kv

transmission line.

The Pacific Northwest Reinforcement Project is a proposal to construct new, modify existing, and operate facilities consisting of approximately eight miles of transmission lines, ten substations, and four series compensation stations in Oregon and southern Washington. The proposed actions also include:

Constructing transmission lines to loop existing lines into substations and upgrading short sections of existing transmission lines; possibly constructing a new series compensation station to be called Marcola; expanding substations to adjacent properties or relocating equipment within substation yards.

The public involvement process for the proposed COTP began in May 1985 with 34 public and agency scoping meetings held in California and Oregon. These meetings were designed to identify the issues, concerns and alternatives to be considered in the planning and environmental analyses of the Project. Following the scoping meetings there were additional workshops held in July of 1985 to review and obtain comments on the two to five mile wide corridors that have been identified. Information from the workshops was used to help develop alternative routes 1,500 feet wide within the corridors.

Another series of agency and public workshops followed in November and December of 1985 to discuss preliminary alternative routes and to help identify the environmentally preferred alternative. Additional public involvement and informational meetings were held throughout the southern Oregon border area and California communities between January 1986 and November 1986. The purpose of these meetings was to describe and obtain additional data on route alternatives.

The environmental process for the Los Banos-Gates began in February 1986 with the issuing of a Supplemental Notice of Preparation incorporating the Los Banos-Gates Project into the COTP EIS/EIR process. Three Los Banos-Gates Transmission Project scoping and corridor evaluation meetings were held in California in February 1986.

Workshops were also held for the Los Banos-Gates Project. Three route selection workshops were held in May of 1986. These workshops provided a forum for public and agency review of the Los Banos-Gates preliminary route alternatives and the criteria used to select them.

For the COTP, a Project preferred alternative has been identified that is coincident with the environmentally superior alternatives. In the northern section of the study area, from the Southern Oregon border area to the Redding, California area, North Alternative D was selected as the Project preferred route because it satisfies transmission system reliability considerations by providing adequate separation from the existing Intertie and because it minimized the potential for environmental impacts.

Transmission system reliability was a primary factor influencing the location of the COTP transmission line routing alternatives. To minimize the potential for a simultaneous power outage of the COTP and the two existing AC Intertie lines, a

minimum separation where possible of five miles between the existing AC Intertie lines and a new 500-kv line where there is forest fire potential and a minimum separation of 2,000 feet between the existing AC Intertie lines and a new 500-kv line south of the Sacramento River has been utilized by the COTP Participants.

There are no alternative routes for the upgrade between the Redding area substation and the Sacramento River since it was judged to environmentally superior to any new routing alternative.

In the southern section, between the Sacramento River and the Tracy Substation, South Alternative Route B is both the environmentally superior and Project preferred alternative because environmental impacts are minimized while providing adequate separation from the existing Intertie.

For Los Banos-Gates, the preferred route is in the west corridor and is composed of route segments that were determined to be superior based on environmental, engineering and economic factors. The preferred route is west of Interstate 5 for nearly its entire 84 mile length until it crosses I-5 just north of Jayne Avenue into the Gates Substation. The geography of the preferred route can be generally described as nonirrigated hilly land used primarily for livestock grazing.

Mr. Feider, that's the end of my presentation.

MR. FEIDER: Thank you, Arch.

Other than the presentation you heard from Mr. Pugh, giving you a brief overview of the proposed project, we have no presentations today. The purpose of this hearing is to listen to and receive any comments you might have on the document and the proposed project.

The document, the joint Draft EIS/EIR, has now been available for your review in local libraries and planning departments since the first week in December 1986.

In soliciting your comments, we ask that you focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.

Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. A reference to specific pages or sections would be helpful. Commentors should explain the basis for their comments, and whenever possible, should submit data or references in support of the comments.

Both TANC and Western will evaluate the comments received here and will respond to all the environmental issues raised. The responses will be provided in the Final EIS/EIR either in the form of a revision to the text or as a separate written response.

The reporter will record the words that are spoken here and type a transcript so that the comments can be properly evaluated and a written response prepared for the final environmental document. In addition to, or instead of, making an oral comment today, you may fill out a comment form and leave it with us during the hearing, or you may still comment in writing

T-177, T-178

until the end of the comment period, February 3, 1987. Please remember that the reporter can only take notes on one speaker at a time and can only record what is said clearly.

The first speaker on the list is Scott Florence.

T177 - SCOTT FLORENCE:

My name is Scott Florence. I'm with the Bureau of Land Management in Hollister. My comments relate to the Los Banos/Gates section of the project. Our main concerns are related to endangered species, visual resources and wilderness values. Compensation and mitigation for endangered species' habitat loss will be addressed in the section seven consultation with Fish and Wildlife Services.

The following comments are directed at visual resources and wilderness values. We disagree with the finding of no impact on visual resources in the Panoche north and south wilderness study areas. The impacts on wilderness values in the WSA are not discussed at all. The primary impact would be on naturalness.

The EIS is correct in stating the the preferred route would not be visible from view point six which was selected to determine the impact on visual resources within the wilderness study area. The preferred route would be visible from the east side of both wilderness study areas.

A more suitable view point for this analysis would be the Panoche Mountains where the AT&T towers are located. The impacts on visual resources and wilderness values are probably low to moderate.

Mitigation measures listed in the EIS would be sufficient to reduce these impacts to an acceptable level. We will be forwarding specific written comments on the Draft EIS to the Transmission Agency through our BL project coordinator in Alturas.

MR. FEIDER: Thank you, Mr. Florence.

MR. PUGH: The next speaker is John Areias.

T178 - JOHN AREIAS:

My name is John J. Areias, and I recently received a map from my boy in Sacramento as to the route. He said, "Dad, you might be interested in this." And it looks like it goes through some of the hill country that I have, and this is environmental, and I'm probably off base, but I have a windmill farm over there now, 20 units are working; and there are not lands for additional ones, and what I wanted to know is how do you handle something like that?

We have these plants and say that we do get windmills, there will be farms for sure. In other words, we won't be getting revenue from the windmills if such a thing takes hold. That's about it.

MR. PUGH: Okay. Thank you, sir.

Analysis of the impact of the preferred route and alternatives was conducted from viewpoints selected as representative of those from which the public is most likely to see the project. Interstate 5 (I-5), a major travel route and scenic corridor, was chosen as the location for Viewpoint A, the most representative viewpoint from which the public would see the preferred route in the Panoche WSA area. Viewpoint A is shown in the Draft EIS/EIR, Volume 2B, Figure 4.7-1. The view from I-5 of the preferred route was simulated graphically through computer-generated and manually rendered illustrations. Volume 2B, Figure 4.7-2 shows the computer-generated and manually rendered images of transmission towers in the preferred route, West-7 segment, in westward views from Viewpoint A. The towers are seen against the backdrop of the Panoche Hills WSA at a distance of 1 to 2 miles. This view represents the most frequently observed view of the preferred route in the Panoche Hills WSA vicinity.

Key observation points (KOPS) 6 was also identified as a sensitive viewpoint (see discussion in the Draft EIS/EIR, Volume 3B, Appendix J, page J-3). KOPS 6 was selected as the site most often used by wilderness users and representative of views from the Panoche Hills WSA.

Even though the preferred route may be more visible from areas in the eastern part of the WSA than from either I-5 or KOPS 6, it was necessary to select viewpoints that would represent views most often seen by users. No data was available from the BLM at the time of viewpoint selection to indicate that the eastern slopes were often used by recreationists in the WSA.

The existing windmills are outside the 1,500-foot wide preferred route. Potential wind farm development will be considered in determining the final alignment. If practical, the final alignment will be adjusted to accommodate the wind farm development. However, it may be necessary to limit placement of windmills in certain areas. Compensation for the loss of windmills will be negotiated during the right-of-way acquisition process.

See response to T-178 A.

T-179

The next speaker I have is John Mevi.

T179 - JOHN MEVI:

A I would just say that I speak in favor of your preferred
B route. I have no comments concerning that route.
I speak against the alternative route which was mailed out
to me and which appears to cross to the east of Highway 5 and
apparently across the California Aqueduct in some areas before
you get to the Fresno County line.

I live on Ortigalita Road and Charleston Road.

MR. PUGH: Do you have a specific address?

DR. MEVI: It's 20721 Ortigalita Road, and from the map,
which is not a very extensive map, it appears that this
alternative route if it was chosen could come near many homes.
There aren't many homes on Ortigalita Road, but there are near
this road and between the Aqueduct and Ortigalita.

C I'm a physician, and I speak that these type power lines
should not be near homes at all if at all possible.

There has been some association with shortening of
lifespans associated with homes below power lines, and I believe
that that route, at least until you've reached the county line,
should be eliminated as you are still in a populated area.

MR. PUGH: Thank you, Dr. Mevi.

Is there anyone else at this time that would like to make
some oral comments? While you are thinking about those, I'll
move on to the procedure here.

We will prior to the close ask each person who has
prepared written comments in advance to bring their comments
forward. The reporter will, with assistance, record the title of
the comment, the name, address and phone number of the commentor,
and the written comment will then be identified as part of the
record.

If you did not prepare a written comment for this hearing,
you can fill out a Comment Form and leave it with us during this
hearing. It will be entered into the record at a convenient time
such as at the end of this hearing. As an alternative, you can
mail it to us before the end of the comment period.

We sincerely appreciate your thoughtful comments. TANC
and Western representatives will review all the comments, both
oral and written, that were received here or that are in the mail
before the end of the comment period. The comment period ends on
February 3, 1987.

As we said before, a response will be prepared for
inclusion in the final Environmental Impact
Statement/Environmental Impact Report. We expect that the lead
agencies should be in a position to determine that the final
environmental document is complete sometime in July of 1987. The
agencies may then decide whether to carry out the proposed
projects.

Should you later think of a comment, please do not

A Your support of the preferred route for the Los Banos-Gates
transmission line is noted.

B The preferred route was chosen over the alternative route
discussed herein. Many environmental effects were considered in
the route selection process, one of those considerations was to
avoid interference where possible with existing residential
sites.

C The health and safety of the public is a prime concern. Although
anecdotal reports of hazard and suggestive research data on cause
and effect relationship are viewed with skepticism, a large
volume of factual information has been accumulated during the
past 15 years. Based on these facts, electric and magnetic
fields at the levels found in conjunction with transmission and
distribution lines are not expected to be significant from the
standpoint of public and occupational health. See also responses
to L-310 L, L-330 F3, and SL-51 A.

T-179 (continued), T-180

hesitate to write us at the address noted on the forms. The environmental documents are available for your study and review at the local libraries, and you can ask for more information by contracting our Environmental Coordinator, whose address is also on the forms.

Copies of today's transcript will be available to anyone who wants a copy upon payment of the required fee to the stenographic reporter. Copies of the transcript and the complete record of this public process will also be available for review in the office of Western and TANC in Sacramento, California.

I'd like to thank you again for coming. We will conclude the hearing by entering into the record any Comment Forms which remain. Some members of the lead agency staff and some consultants are staying after the close of the hearing to answer informal questions from you regarding the Draft EIS/EIR.

Is there anyone else who wishes to make oral comment before we close the hearing?

T180 - JAMES HURLEY:

I have just a question.

MR. PUGH: Please state your name for the record.

MR. HURLEY: James Hurley, Los Banos.

If everything were to go, when would be the earliest date that the construction would start? Does anybody have an idea about the Gates portion say from Los Banos to that end?

MR. PUGH: Okay. We can go over these kinds of details off the record after the hearing.

If you want something addressed on the record, we can.

MR. HURLEY: No.

MR. PUGH: Any other oral comments for the record?

Seeing no one is stepping forward, let the record show that there are no more oral comments, and upon logging written comments, this hearing is closed.

As I mentioned, some members of the staff, PG&E, and others are staying after to answer any informal questions you might have. Thank you.

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REPORTER'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO)

I, CHERYL L. KYLE, certify that I am a Certified
Shorthand Reporter for the State of California and that I
reported verbatim in shorthand writing the foregoing
proceedings; that I thereafter caused my shorthand writing
to be reduced to typewriting, and the pages numbered 1
through 16 inclusive, constitute a full, true, and correct
record of said proceedings.

AGENCY: Transmission Agency of Northern California
and
Western Area Power Administration

CAUSE: Public Hearing on Draft EIR/EIS re:
California-Oregon Transmission Project;
Los Banos-Gates Transmission Project;
Transmission System Reinforcement Facilities.

DATE: January 15, 1987

IN WITNESS WHEREOF, I have subscribed this certificate
in Sacramento, California on this 28th day of January, 1987.


Cheryl L. Kyle
CSR No. 7014

REGISTER TO PRESENT COMMENTS VERBALLY

NAME, AFFILIATION	ADDRESS, PHONE NO.
9.10 Scott Florence, PCM	P.O. Box 365, Hollister
2.11 John J. Arrese	408-637-8183
3.12 John's New MD	P.O. Box 2195 Los Angeles - Calif -
4. LOS BAND	20721 Ortega Blvd Los Banos
5. James Horky	Ortigalita
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January 12, 1986

David and Penni Ericson
P.O. Box 125
Dorris, CA 96023

Lawrence T. Klein, Project Director
California, Oregon Transmission Project

Dear Mr. Klein,

I would like to make my comments on the California, Oregon Transmission Project. In particular I would like to address the eastern most route through the central corridor near the Oregon border south through Butte Valley.

I own 1750 acres of both developed and undeveloped ranch land and I lease 3400 acres range land from BLM for grazing purposes. As I understand the routing the transmission line would pass through a majority of my BLM lease and deeded land. I would like to address several areas of concern.

Aesthetic

I purchased this land for many reasons, one of which is its inherent and natural beauty, its remoteness and inaccessibility. I am currently embarking upon a business venture in which this is essential for success. I believe the transmission line would ruin this for me because it would clear a 200 foot swath through unspoiled land and create more access due to construction and maintenance of the line. Because of the ongoing agricultural economy, alternative businesses are now the life blood of our farm and loss of this income could very well spell disaster for the future of my farm.

Environmental

I believe the transmission line would adversely affect the migratory deer herd that winters and breeds in this area as well as the possibility of injuring the many raptors and eagles that use the area for hunting and nesting throughout the year. Also in some areas the geese and ducks could become injured or killed when flying to and from the Lower Klamath Wildlife Refuge as they fly very low during adverse weather in an east-west direction.

There are also some archeological concerns. There are some sites on the BLM near Red Rock Lakes where Indians used to camp and

A The preferred route is not located in the central corridor. See the maps in Section 1.1.3 of Volume 1 of this Final EIS/EIR for the final preferred route.

B Comment noted.

C Some impacts to deer would be expected on the Butte Valley routes due to habitat loss and increased human use of access roads. This could be mostly mitigated through habitat enhancement, road closures, and other methods.

Potential for impacts to bald eagles, other raptors, cranes, and waterfowl were considered significant. This evaluation contributed to the decision not to select Butte Valley routes for the preferred alternative.

D See response to L-175 B and L-248 F.

T-181 (continued)

D [Hunt that could be in the path of the line and if not the construction would desecrate these site because of their proximity to easelst road sites.

Engineering

E [I also believe this route would not be preferred because of the terrain. It is extremely rugged and has drastic elevation changes. It is also volcanic in nature and very rocky which necessitates blasting for foundations of towers which could and have in the past sealed up existing wells and springs so vital to the area.

F [Through the winter we have high wind through the area and high gusts concentrate through the valleys and passes of this land. We also have very cold weather which would create problems with ice forming on towers and lines.

Animal and Human Health

G [I have read several articles about similar transmission lines in other areas and their effects on livestock and wildlife. I read that gestating animals grazing in close proximity to these lines have a much higher rate of abortion and are less likely to be settled than animals living away from lines. Humans have higher rates of nausea, headaches and nervous disorders when close to transmission lines. This would also affect other mammals living in the area along with our cattle, such as deer, bobcat, cougar, weasel, etc.

H [In summary for all these reasons I suggest that another route be chosen. I also cannot support this route and I will resist having it cross my land as much as possible.

Please keep me informed about future meeting and newsletters concerning this project as I am very interested and affected by decisions pertaining to this transmission line.

Sincerely,

David C. Ericson

E Comment noted.

F High wind gusts and icing are common concerns in the design of transmission lines. Specific weather-related loading data will be incorporated into the design of the COTP.

G See response to L-339 C. There have been studies of deer and big game animals near 500 kV lines in Idaho with no effect reported. See also the responses to L-310 L, L-330 F3, and SL-51 A.

H Your property is not crossed by the preferred route.

T-182

Jo Ann & Ernest Hirtler
17471 Long Prairie Road
Tennant
Hacdoel, CA 96059

July 25, 1986

Public Affairs Director
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, CA 95866

Dear Sirs:

This is our second letter to you regarding the transmission line route through Butte Valley-Tennant-Stephens Pass areas. Our first letter dealt with the loss of use of our airport and destruction of the scenery in our area. We feel that with the objections from the Butte Valley and Red Rock area people you would find the Eastern (Hill) route more practical.

We now find evidence of aerial survey of bench marks in progress along the eastern Butte Valley route. An obvious interest in the elevations along this route only means one thing to us-----that you are still considering the Butte Valley route.

Our first thought is that no thinking person would run a power line over Stephens Pass or anywhere near Stephens Butte knowing of the earthquake activity and severe winter conditions in those areas.

Our next thought is maybe these power people don't know about seismic activity or the bizarre winter conditions along the north slopes between Mt. Shasta and Medicine Lake.

With the possibility that you folks are unenlightened regarding the above conditions, we take liberty of passing on some information.

FIRST: Enclosed please find a copy of a letter from Mr. Phil Dawson of the USGS in Menlo Park dated July 24, 1986. He makes reference to and included some data relating to the Stephens Pass area earthquakes. If after reading this data and having an understanding of the seismic activity THAT IS OCCURRING and the instability of this entire area between Mt. Shasta and Medicine Lake, you still persist in considering these Butte Valley routes, you are obviously in total disregard of your own policy and criteria.

A Comment noted. The preferred route is in the eastern corridor.

B The geologic hazards (seismic activity) of the Stephens Pass - Stephens Butte areas, and the entire area between Mt. Shasta and Mendicino Lake is of great concern to the COTP. In addition, COTP engineers are aware of the snow load conditions in that pass. Although proper engineering design can mitigate the potential hazards from earthquakes, the difficulty of winter access remains an unresolved issue. It should be noted however, that there are many examples in the U. S. and in foreign countries where transmission lines have successfully been constructed and operated under snow load conditions similar to those in the Stephens Pass area.

C The severity of the winter climate in the Tennant-Stephens Pass was one reason why neither Alternative B nor C was selected as the preferred route.

D See response to T-182 B.

E We are aware of both the seismic activity and the severe winter conditions in the Mt. Shasta and Medicine Lake Region, as documented in the Draft EIS/EIR, Volume 1, Sections 3.1-1 and 3.1-2 and the Draft EIS/EIR, Volume 2A, Section 3.2.

F Comment noted. Potential seismic activity alone is not sufficient reason for disqualifying a potential route alternative.


T-182 (continued)

- 2 -

G [SIC(11): The weather along the north slopes of the range between Mt. Shasta and Medicine Lake is rather severe. This area gets very deep snow pack that is only a mile or two wide but in this area the snow is drifted and deep enough that all terrain features including 100 foot trees are covered over with snow. We have observed this condition while flying over this area in private aircraft for the past 13 years on a regular basis. We might add that this condition persists for several months while the area just north of the ridges have little or no snow. Tennant for instance, will be clear of snow yet Stephens Pass-Stephens Butte-Little Horse Peak area are inaccessible to even snowmobiles. As far as maintaining power lines over this route is concerned, forget it. We are no power line experts but we do know what we see year after year and unless your people observe the same area in the winter months they really cannot appreciate just how bad the snow conditions are. We are confident that given the chance to observe this snow condition they would admit the maintenance of lines through this area would be out of the question.

I [In closing, we must say that the above weather information is moot as the first consideration should be seismic activity. This seismic data is compiled by some pretty knowledgeable people with no ax to grind. They don't know or care about the power lines, they just call it as they see it.

With seismic data in hand we feel that any interested party could obtain indefinite injunctions against the power lines from any of a dozen federal, state or local judges in this area. We only hope that common sense will prevail and this action will be unnecessary.

Sincerely, 
Don Ann & Ernest Harter

cc: PP&L
HCE
CA PUC

G See response to T-182 E.

H Information on the weather has been obtained from the various reporting stations in Northern California, and will be taken into account in the design of the transmission line. In addition, information from local residents is appreciated, and will also be taken into account in the planning for the line. The maintenance of power facilities has always been of concern in the design, and bad weather is cause for concern in repair efforts. Line maintenance equipment is usually specially developed for situations such as the conditions suggested in the comment. Special equipment necessary to aid the maintenance effort will be obtained where necessary.

I See response to T-182 B.

T-183

P. O. Box 449
Dorris, California
January 31, 1986

Laura Edlin, Public Affairs Director
The California-Oregon Transmission Project
P. O. Box 660970
Sacramento, California 95866

RE: Proposed 500 KW Power Line to transmit
power from Oregon to Southern California

Madam:

A [I am a 77 year old retiree, who lives with my wife in the proposed center route of the Central Corridor. We are much too old to consider relocating at this time in our lives. We gave considerable thought and time to choosing a location for our retirement home, and of primary concern was the visual resources of this area. A 500 KW line would destroy this resource. The remoteness of the area, it's pristine beauty and lack of man-made environmental pollution were of major consideration in our choice of location.

B [At one of your local hearings, your representatives admitted that you, as the Study Group, did not even know that this route passed directly through a sub-division of over 800 2 1/2 acre lots! You obviously have not done your homework!

C [I have a cardiac pacemaker, and based on conversations with electrical engineers; it appears that such a line could result in charging the wire that leads from the pacemaker to the heart. I feel that such a line in close proximity could severely affect my health problem.

D [We have invested in a TVRO dish, since cable is unavailable and reception is limited to one station, which could be severely impacted on certain satellites.

E [This area (center route of Central Corridor) is an area classed as a Critical Deer Wintering Area by the California Department of Fish and Game, and as such is restricted in land use by the Siskiyou County Planning Commission.

This same route runs directly through an antelope kidding area S.W. of Dorris. It also runs through the feeding-flight path of numerous water-fowl between Lower Klamath Refuge and California Department of Fish and Game's Mels Lake Refuge.

F [This corridor also passes through a seismically active area near Tennant, which is an area of concern.

G [Another area of concern is our dependence on domestic wells, which could be severely impacted by the blasting necessitated by the construction of this line.

A See response to L-175 D.

B The Pleasant Valley subdivision is noted in Table 3.6-20 in Volume 2A of the Draft EIS/EIR. The N-6 E route which would affect the Pleasant Valley and Butte Valley areas is not part of the preferred route.

C See response to L-309 E2.

D See response to L-330 H3.

E The "critical deer wintering area" designation in Siskiyou County was recognized during analysis. Road construction in these areas was analyzed to determine potential impacts. In many areas, impacts of roads were considered significant.

F The COTP recognizes the potentially significant impacts associated with the Tennant area and has incorporated appropriate mitigation measures into engineering design to ensure that seismic hazards are adequately addressed.

G See response to T-92 C.

T-183 (continued)

(2)

H [The center route of the Central Corridor would also severely impact the view, particularly of Mt. Shasta, of many residents, and all traffic, on Mathews Road S.W. of Dorris.

I [Why should we, who have literally invested our lives and life-savings, forfeit what we have with absolutely no benefit to us, for P.P. & L. and other power companies to make a hefty profit selling electricity to Southern California? We are absolutely Opposed to this project.

H Comment noted.

I Your opposition to the COTP is noted. See also the response to T-33 A.

Yours very truly,

John D. Chatten
P. O. Box 449
Dorris, California 96023

cc:Hon. Stan Statham
Hon. John Doolittle
Hon. Pete Wilson
Hon. Alan Cranston
Robert Sellman, Planning Director Siskiyou County Planning Commission
Butte Valley Concerned Citizens

T-184

B. J. MATZEN
Attorney at Law
601 Main Street
Klamath Falls, Oregon 97601
503/ 882-8501

July 31, 1986

California Oregon Transmission Project
of Northern California
Box 660970
Sacramento, CA 95866

Gentlemen:

I represent Fran and Gene Ryan of Macdoel regarding your proposed placement of a 500 KV line through the Red Rock Valley. They are extremely concerned and upset that you may be considering placing this line along their west boundary adjacent to their airport.

In 1969 they purchased the NE $\frac{1}{4}$ SE $\frac{1}{4}$, Section 17, T 45 N, R1E, Mt. Diablo Meridian. This parcel is part of a 30 lot subdivision.

At the same time they purchased the airplane airspace over the 40 acres immediately to the south with the intent to construct an airport. Shortly thereafter they purchased the 40 acres to the north with the same intent and constructed the runway in 1971.

The airport is registered as FAA Site No. 01851.5A and is assigned California identification number 6CAL. It appears on the NOAA aeronautical sectional map titled Klamath Falls under the name Triple R Ranch.

Mr. Ryan is a consulting engineer specializing in geothermal matters. The use of the airport is essential to that business so he may fly himself to the various widely separated locations throughout the western U.S. where geothermal sites exist. To take the airport, takes his livelihood.

A Placement of your power line near any airport in the Macdoel area is extremely sensitive due to the low lift for aircraft created by high altitude. This is compounded in the summer due to hot weather.

As a result, airports need a wide turning radius so any departing airplane experiencing problems can safely return to the runway. This hazard is greatly increased at the Ryan's airport because your line quarters across the flight path off the north end of the runway.

You are therefore creating an accident waiting to happen and this letter is notice to you of that fact. I suggest you contact your insurance company as to the consequences of continuing to build a known hazard, especially when the choice of an alternate route would eliminate the hazard.

A None of the N-6 routes are part of the preferred route. See response to L-197 A.

T-184 (continued)

July 31, 1986
Page Two

There are miles of uninhabited, untillable and unsubdivided land both to the West and East of Sections 17 and 18 where this subdivision is located. How do you plan to explain to your shareholders buying expensive subdivided land, an airport and the lands and easements which go with it (and possibly another five miles to the south) and a consulting engineer's practice when such cheap, open land is readily available?

B

C

Please advise me of your decision.

Sincerely,


B. J. MATZEN

BJM/jh

cc: Gene and Fran Ryan

B

This is not part of the preferred route.

C

You will be sent a copy of lead agency decisions on the COTP.

We plan to
build and
retire here

T-185

Name ROBERT W. DECKARD
Address GENERAL DELIVERY
HEMLOCK, CALIFORNIA 92342

Lot No. _____

Date FEBRUARY 2, 1986

Laura Edlin - Public Affairs Director
California-Oregon Transmission Project
P.O. Box 660970
Sacramento, California 95866

Dear Ms. Edlin:

- A [Being a landowner in Pleasant Valley Highlands, located near Dorris, California in Butte Valley, I am very concerned and totally against your proposed 'central corridor' routing of a 500-kV power line through this area.

AESTHETICALLY

- B [I purchased my land as an investment for its natural beauty, quietness, lofty pines, wildlife and possibly for retirement purposes. The addition of your towers and their emissions could destroy all this and could even take my land, and the reasons I chose Pleasant Valley Highlands, away from me.

WILDLIFE

- C [This installation would adversely affect the herds of deer, antelope and our national symbol, the bald eagle, that winters in this area. Many of these are year-round residents. It doesn't make any sense to disrupt the wildlife in this area when there are alternatives available which would have a lesser effect on the wildlife.

ECONOMY

- D [Butte Valley relies primarily on agriculture and livestock for its existence. Transmission lines placed through the valley would endanger aircraft during crop dusting and could require new irrigation techniques and added expense to make changes that could cripple the already shaky farm economy.

- E [For the reasons I have listed, and many others I could add, I conclude that your efforts should be placed on an alternative route where high voltage lines would not disrupt the lives and land in Butte Valley.

- A Comment noted. The preferred route is in the eastern corridor.

- B The visual and other impacts of siting the proposed transmission line in the Butte Valley are discussed in the Draft EIS/EIR. This is not part of the preferred route.

- C The preferred route was selected in part because it had fewer overall impacts on wildlife than other alternatives. See response to T-181 C.

- D The Draft EIS/EIR noted in Section 3.6.2.2 of Volume 2A the additional difficulties associated with crop dusting and irrigation systems relative to transmission lines.

- E Comment noted.

Sincerely,

Robert W. Deckard

SECTION 3.0
TESTIMONY AND RESPONSES
ON THE SUPPLEMENT TO THE DRAFT EIS/EIR

the 1990s, the number of people in the UK who are aged 65 and over has increased by 1.5 million (1990–1999) and is projected to increase by a further 1.5 million by 2010 (Office of National Statistics 2000). The number of people aged 65 and over in the UK is projected to increase from 10.5 million in 1999 to 12.5 million in 2010, with the number of people aged 75 and over increasing from 3.5 million to 4.5 million in the same period (Office of National Statistics 2000). The increase in the number of people aged 65 and over is projected to be particularly marked in the 75–84 age range, with the number of people in this age range increasing from 1.5 million in 1999 to 2.5 million in 2010 (Office of National Statistics 2000).

There is a growing awareness of the need to address the health and social care needs of the ageing population. The Department of Health (2000) has identified the need to develop a 'new paradigm' of health and social care for the ageing population, which is based on the principles of 'active ageing' and 'lifespan care'. The 'new paradigm' is based on the idea that people should be able to live longer, healthier lives, and that health and social care should be tailored to the needs of the ageing population. The 'new paradigm' is based on the idea that people should be able to live longer, healthier lives, and that health and social care should be tailored to the needs of the ageing population.

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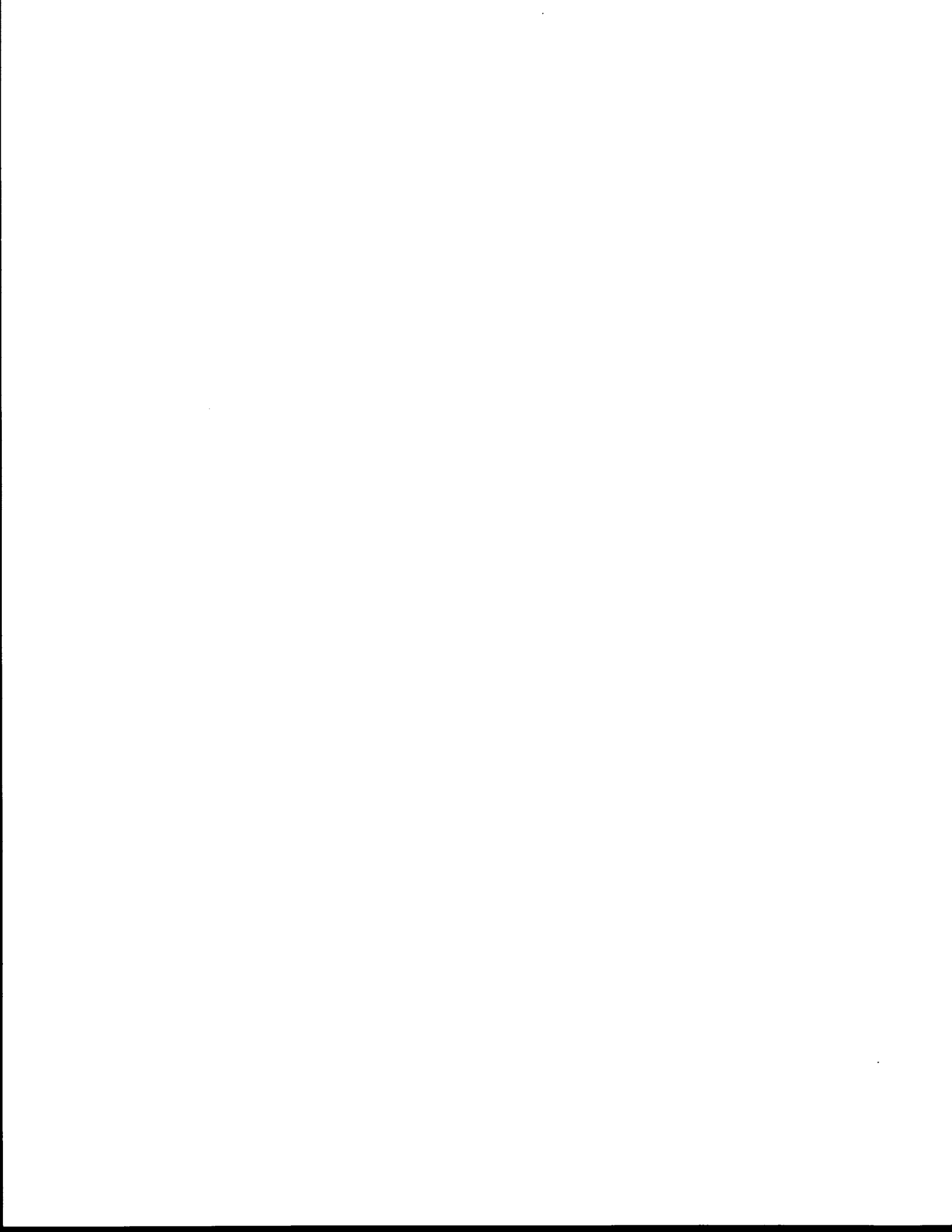
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3.0 Testimony and Responses on the Supplement to the Draft EIS/EIR

Testimony ST-1 through ST-36 are reproduced on the following pages. Responses to the specific comments are presented across from each comment.

See Section 1.0, Index to Testimony, of Volume 3 of this Final EIS/EIR for a list of testimony presented in this Volume.



ORIGINAL

TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

---o0o---

In Re:)
)
Supplement to the Draft)
Environmental Impact Statement/)
Environmental Impact Report)
for the California-Oregon)
Transmission Project.)

---o0o---

PUBLIC HEARING

Held at Veteran's Hall

Burney, California

---o0o---

TUESDAY, AUGUST 4, 1987

Reported by:

RICHARD CLARK

CAPITOL REPORTERS

DEPOSITION & GENERAL COURT REPORTERS

870 ALHAMBRA BLVD. SACRAMENTO, CA 95816

(916) 446-2757

P R O C E E D I N G S

--o0o--

MR. PUGH: Everyone, you will have an opportunity to look at the maps after the formal process, so if we could get started with the formal process, please.

As I indicated a minute ago, there will be after the formal process an informal time to meet with the staff and ask questions and review the maps. Currently, as this is an Environmental Impact Report process, we do have some formalities we must go through to process the hearing and to process the reports that is made by the Court Reporter.

I'd like to welcome you to tonight's hearing. My name is Archer Pugh. I'm a private attorney who has been retained by the Transmission Agency of Northern California to represent them in this hearing. With me here this evening is Jim Feider, Deputy Area Manager, Sacramento area office of the Western Area Power Administration. Also with us tonight are members of the staff from the Resource Management International working for TANC; we have Mr. Jay Abbott, Mr. John Forman, Mr. Rick Lind, Ms. Cheryl Shields, and Ms. Nancy Weintraub with the Western Area Power Administration.

Mr. Feider and I are co-chairing this hearing for the purpose of receiving your comments on the Supplement to the Draft Environmental Impact Statement/Environmental Policy Report, EIS/EIR, which was jointly prepared by Western and TANC, the joint lead agencies under the National Environmental Policy Act, NEPA, and the California Environmental Quality Act, CEQA. TANC and Western issued the draft EIS/EIR for public review in November, 1986. Twelve public hearings were conducted during the comment period. Comments received in writing and at the public hearings resulted in the identification of new routing options to portions of the preferred alternative for the COTP. The purpose of the Supplement to the Draft EIS/EIR is to obtain public review of these proposed new route options, and of a new alternative site for the Southern Oregon Switching Station.

Prior to approving the proposed project, Western and TANC will identify the routing options to be incorporated into the Project preferred route. This incorporation will be presented in the Final EIS/EIR, which is expected in late November, 1987.

Other representatives of the Transmission Agency of Northern California and the Western Area Power Administration are in the audience so that they may become aware of your comments as you give them.

The EIS/EIR is an informational document which is intended to inform public agency decision makers and the public of the significant environmental effects of a proposed project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

The procedures we are following are intended to ensure that environmental information is available to public officials and citizens, and to ensure that they can comment before decisions are made and before actions are taken.

Mr. Feider will now give a short presentation on the proposed transmission projects, and the Supplement to the Draft EIS/EIR. Following that, there will be an oral comment period. Finally, there will be a period during which written comments will be entered into the record. Mr. Feider?

MR. FEIDER: Thank you, Arch. Our hearing tonight concerns the Supplement to the Draft Environmental Impact Statement/Environmental Impact Report for the California-Oregon Transmission Project and the Los Banos-Gates Transmission Project. The Supplement to the Draft EIS/EIR incorporates the Draft EIS/EIR by reference and is to be reviewed in conjunction with the Draft EIS/EIR.

The Draft EIS/EIR was issued for public review and comment in November, 1986. The Draft discusses the purpose and need for the proposed transmission projects, compares feasible routing alternatives, and identifies the preferred route for each of the projects. The draft also evaluates the environmental consequences of the preferred and alternative routes, identifies mitigation measures, and discusses alternatives to the Project.

Comments received on the Draft EIS/EIR resulted in the identification of new routing options to portions of the preferred alternative for the California-Oregon Transmission Project, or COTP. The purpose of the Supplement to the Draft EIS/EIR is to obtain public review of the proposed new route options and of a new alternative site for the proposed Southern Oregon Switching Station.

These new options were not previously presented to the public. Comments on other routes identified earlier are under review and will be considered along with the comments on the new options and responded to in the Final EIS/EIR.

The electrical transmission projects are proposed by public and privately owned utilities to expand and reinforce the Pacific Northwest-Pacific Southwest Inter tie. The projects have multiple purposes and would essentially, one, provide a third 500-kV AC transmission path between Southern Oregon and Central California, known as the California-Oregon Transmission Project; two, complete a third 500-kV AC transmission path in the San Joaquin Valley of California, known as the Los Banos-Gates Project; and three, reinforce the existing 500-kV AC transmission system facilities in Oregon and Southern Washington, known as the Pacific Northwest Reinforcement Project.

The basic objective of the proposed actions is to economically help meet future power needs in the participants' service areas. The facilities to be constructed would serve many purposes, including the addition of approximately 1,600 megawatts of transmission capability for power purchases, sales, and exchanges between California and the Pacific Northwest utility systems.

The COTP is a proposal to construct or upgrade and operate approximately 340 miles of transmission lines and related facilities. It includes: Constructing a new 500-kV AC transmission line from the California-Oregon border area to the Redding, California area; upgrading an existing double-circuit 230-kV AC line owned by the Western Area Power Administration to a 500-kV AC line from the Redding area to the Tracy area; approximately 20 miles of the southern-most part of the upgrade will be constructed on a new and separate right-of-way; constructing a new single-circuit or double-circuit 500-kV AC transmission line between the Tracy Substation and the Tesla Substation; constructing a new switching station in the Southern Oregon border area near either Keno, Malin or Pinehurst along the existing Malin-Meridian 500-kV AC transmission line; constructing a new substation to be called Olinda south of Redding, California; constructing a new series compensation station near the town of Maxwell, California; constructing, expanding and modifying the Tracy and Tesla Substation; and constructing microwave communication system facilities in the COTP area.

The proposed action for the Los Banos-Gates

Transmission Project includes about 84 miles of new 500-kV transmission lines between Los Banos and Gates Substations, and upgrading other facilities in the San Joaquin Valley.

The Pacific Northwest Reinforcement Project is a proposal to construct and operate new facilities and modify and operate existing facilities consisting of approximately eight miles of transmission lines, ten substations, and four series compensation stations in Oregon and Southern Washington. In addition, the Bonneville Power Administration has an option to acquire a 50 percent interest in the incremental capacity of PP&L's Eugene-Medford 500-kV transmission line.

Western and TANC will make a determination as to the adequacy of the EIS/EIR. Then the participants in the COTP will decide whether or not to construct the COTP.

The Bonneville Power Administration must decide whether or not to allow interconnection of the COTP to the existing Intertie system and to upgrade the existing system to the Pacific Northwest to accommodate the additional capacity. The BPA administrator will be considering both BPA's Intertie Development and use EIS and the COTP EIS in arriving at such a decision. For these reasons, BPA is a cooperating agency under the National Environmental Policy Act for this EIS. BPA has provided to Western the necessary environmental documentation concerning the Pacific Northwest Reinforcement Project.

The public involvement process for the proposed COTP began in May, 1985, with 34 public and agency scoping meetings held in California and Oregon. These meetings were designed to identify the issues, concerns, and alternatives to be considered in the planning and environmental analyses of the Project. Following the scoping meetings, there were additional workshops held in July of 1985 to review and obtain comments on the two to five mile wide corridors that have been identified. Information from the workshops was used to help develop alternative routes 1,500 feet wide within the corridors.

Another series of agency and public workshops followed in November and December of 1985, to discuss preliminary alternative routes and to help identify the environmentally preferred alternative. Additional public involvement and information meetings were held throughout the Southern Oregon border area and California communities between January, 1986, and November, 1986. The purpose of these meetings was to describe and obtain additional data

on route alternatives.

The Draft EIS/EIR was issued for public review and comment in November, 1986. The public was invited to submit comments in writing through February 3, 1987, or in person at any of the 12 public hearings held in January, 1987.

The Supplement to the Draft EIS/EIR presents six areas that contain new routing options to the COTP preferred route not previously presented to the public. In the northern study section, there are four areas with new routing options. In the southern section, there are two areas with new routing options.

The North 1 is an option to the east of the preferred route near Malin, Oregon.

North 2 is a combination of options which would include reconsideration of the original N-10M route in the area between Black Mountain and Bear Mountain.

North 3 is a combination of options east of Grizzly Peak suggested by the Hearst Corporation and the Forest Service.

North 4 is an option west of the preferred route in the Pit River area to avoid a small rural residential community.

South 1 is an option south of the Sacramento River between Dutch Slough and the old river crossing.

And South 2 is an option east of the preferred route between Tracy and Tesla Substation.

After full review and consideration of the comments received on the Draft EIS/EIR and the Supplement to the Draft, and prior to approving the transmission projects, Western and TANC will identify any new routing options or previously identified routing options to be incorporated into the Project preferred route. This incorporation will be presented in the Final EIS/EIR, expected in late November, 1987.

MR. PUGH: Thank you, Jim. Other than the presentation you heard from Mr. Feider, giving you a brief overview of the proposed Project, we have no presentations today. The purpose of this hearing is to listen to and receive any comments you might have on the Supplement to

the Draft EIS/EIR and the proposed Project.

The document, the Supplement to the Draft EIS/EIR, has now been available for your review in local libraries and planning departments since the last week of June, 1987.

And in soliciting your comments, we ask that you focus on the sufficiency of the document in identifying and analyzing the possible impacts of the new routing options on the environment and ways in which the significant effects of the Project might be avoided or mitigated.

Comments are most helpful when they suggest mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. A reference to specific pages or sections would be helpful. Commentors should explain the basis for their comments, and whenever possible, should submit data or references in support of the comments.

Both TANC and Western will evaluate the comments received here and will respond to all the environmental issues raised. The responses will be provided in the Final EIS/EIR either in the form of a revision to the text or as a separate written response.

The Reporter will record the words that are spoken here and type a transcript so that the comments can be properly evaluated and a written response prepared for the final environmental document. In addition to, or instead of, making an oral comment today, you may fill out a comment form and leave it with us during the hearing, or you may still comment in writing until the end of the comment period, August 17th, 1987.

Please remember that the Reporter can only take notes on one speaker at a time and can only record what is said clearly. Before presenting your comments, please give us your name, the spelling and your complete address for the record.

If you are reading from a prepared statement, please give it to the Reporter after you have made your presentation to assist the Reporter in documenting your testimony. The Reporter will mail the statement to you if your address is written legibly at the top of the statement.

We will now open the floor for public comment. I have a list of those who have signed in to comment verbally

ST-1

and I will go down the list. Once we are through with the list, anyone else who desires may have an opportunity to comment as well. The first one on the list is Dale McCleskey.

MR. McCLESKEY: My name is Dale McCleskey, Post Office Box 324, Big Bend, California, 96011. I'm one of the 12 landowners directly threatened by N-8Alt1 and 2. The preferred routes N-8Alt1 and 2 rip through the center of our small community on the rim of the Pit River Canyon. The new option, North 4, outlined in the recently issued Supplement to the California-Oregon Transmission Project, COTP, Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) is the result of cooperation between the staff of the COTP and our community. The COTP personnel have been gracious and cooperative in this effort. Of the choices available to us, our community strongly endorses the North 4 route option over the preferred N-8Alt1 and 2.

However, I remain totally opposed to the entire transmission line project, and I would like to outline my objections: First, I believe that COTP's argument that this Project will enrich the State with hydroelectric power from the Bonneville Power Administration (BPA) is erroneous. The COTP Draft EIS/EIR indicates that surplus power will vary by time of day and time of year. The California Energy Commission in its Draft Final 1986 Electricity Report, Docket 85-ER-6, expands this argument by pointing out that very little dependable power will be available unless the BPA changes its conservative operating procedures. As these procedures exist to protect the Bonneville Dam area power users and not the Transmission Agency of Northern California (TANC), it seems unlikely that the BPA will make changes to the detriment of their existing legal customers. In fact, the artificial constraints on other Pacific Northwest Power producers imposed by BPA's Intertie access policy and the lack of any indication that the Federal Energy Regulatory Commission will restrain BPA's natural desire to recover maximum revenues from California indicate that California will subsidize the BPA. The BPA will then be able to continue to provide cheaper power rates to local users.

The California Energy Commission also stated in their study that California was glutted in new energy sources such as, small hydroelectric plants, hydrothermal facilities, and co-generation industries. Additionally, new coal-fired and nuclear generating plants are planned in several of the southwest states. Many of California's

A Your community's endorsement of the North 4 route option over the N-8Alt.1 and N-8Alt.2 option is noted. The North 4 option has been incorporated into the Project preferred route.

B For a discussion of Project benefits without surplus power in the Northwest, see response to L-3 T.

For a discussion of availability of power from the Pacific Northwest, see responses to L-306 D1 and L-306 Y1.

For a discussion of BPA's Intertie Access Policy, see response to L-306 J1 and Section 1.5.4 of Volume 1 of this Final EIS/EIR.

C For a discussion of the adequacy of existing resources in California, see responses to L-278 C and L-306 II.

The net benefits available from the Project would be passed on to rate payers. See responses to L-3T, L-329 A, and T-126 A.

ST-1 (continued)

C

utilities are participants. The Commission felt that no new energy sources would be required until well into the future because of modest demand and the current ability to generate far more power than required. In the meantime, a greater effort at energy conservation would delay even further future requirements. The sporadic power that COTP might furnish would not reduce electric rates and, in fact, would probably raise them. This argument is borne out by recent PG&E proposed rate increases in our local area. PG&E is arguing with the Public Utilities Commission (a member of TANC) that because all of the many new small energy producers are sporadic and unpredictable, PG&E must maintain its basic power producing capability while paying the new producers; hence, our rates must be increased. If rate increases are already planned to pay for power that cannot be consumed, how much more will we pay if COTP completes the transmission line?

D

Second, I strongly object to the organization of TANC, and the apparent mandate granted to TANC by the State Legislature. In my earlier efforts to bring the problems of our small community to the attention of the proper political authorities, I found that there weren't any. Instead I found that TANC, a consortium of private and public utility companies with several State agencies as members, was blessed with the authority to approve the EIR of their operational entity, COTP. This is equally true of the Federal side of the Project. In this case the Western Area Power Administration (Western), TANC's partner in the Project, has the authority to approve the Federal side of the Project. Thus, the two major components of the Project have the authority to approve the EIS/EIR. My concern is primarily with the State side of the equation. I do not believe that it is in the public interest for a group of utility companies and bureaucrats to approve the EIR for a Project of this scope. Approval of the EIR is tantamount to approving the Project, because this approval allows COTP to go forward through the State and Federal permit process assuring everyone that the environmental concerns have been solved or "mitigated."

E

Lastly, the environmental damage that this Project will cause is disproportionate to any supposed value. Nothing can justify a 200 foot clear-cut from the Oregon border to Redding through some of the State's finest timber producing areas. The Flatwoods area of the Big Bend/Montgomery Creek region is legendary for its tree growth and historical timber industry. The Flatwoods area has several transmission lines that have already permanently removed valuable and irreplaceable timberlands

D

This comment correctly states that the same agencies which are sponsors of the proposed action also are carrying out the environmental review procedure and will ultimately make the decision whether to approve the proposed action. This mixture of functions, however, is built into both NEPA and CEQA in the numerous instances in which government agencies themselves propose projects or actions. As a correction to Mr. McCleskey's statement, TANC consists solely of publicly owned municipal utilities and irrigation districts. Private utility companies (PG&E, Southern California Edison, and San Diego Gas and Electric) are participants in the COTP. The California Department of Water Resources is the only state agency involved as a potential sponsor of the COTP. Also, see response to L-330 D.

E

Comment noted. The routing guidelines for land use stipulated that the crossing of highly productive prime timber areas would be minimized and these guidelines were adhered to whenever possible. However, in some locations, other factors such as engineering and/or other environmental resource constraints were such that prime timberlands could not be totally avoided.

ST-1 (continued), ST-2

F [from production. COTP proposes to cross the Pit River Canyon three times. The Pit River Canyon is an unique and sensitive area. Because of its ruggedness and remoteness, it is home to many varieties of animals and plants, some of which are endangered. The environmental damage and loss of habitat that this line would inflict is unacceptable and cannot be mitigated. Equally detrimental is the immeasurable damage from opening the Pit River Canyon and other areas to further human intrusion that would result from the transmission line clear-cut and the attendant service roads. Also disturbing is the loss of topsoil and erosion that will result from removing the ground cover on the many steep slopes. Our immediate area already has many horrible examples of erosion damage from irresponsible logging and existing transmission lines on similar steep slopes.

G [H [I [In summary, this Project ignores the real interests of the citizens of California to protect its renewable natural resources, and proposes to bring into the State a sporadic and unreliable energy while inflicting tremendous and unacceptable damage to the environment. The planned transmission route appears to have been selected to meet COTP's budget and schedule constraints.

If power demands in California exceed its capacity to produce and, if reasonably priced power could be guaranteed from the Pacific Northwest, then a transmission route should be replanned that puts a greater emphasis on conserving renewable resources and preventing environmental damage. Thank you.

MR. PUGH: Thank you, Mr. McCleskey.

Mr. Johnson:

MR. JOHNSON: This won't take very long.

MR. PUGH: Come to the mike, please, sir.

ST-2 MR. JOHNSON. My name is Frank Johnson, Post Office Box 188, Montgomery Creek, telephone 377-6646. I am Mr. McCleskey's next-door neighbor. The so-called preferred route which I first saw a while back divides my little spot of land on which I have worked for 20 years and saved up for 40 years to buy. And it cuts right in half, when there is alternate routes through the woods and through commercial property. And I think if you ignore the rights of the seven residents in our area, our little community who cooperates and tries hard to do the right

F Most species in the Pit River Canyon would not be impacted by the transmission line. Only a small amount of habitat will be lost to tower sites and access roads. Closure of access roads, except those needed for maintenance access, would be feasible in this area because of the rugged topography.

Threatened and endangered species in this area include the bald eagle and peregrine falcon. Use of the area by both species appears to occur at a low to moderate level. The line will be carefully designed to ensure that conductors remain above the heights typically used by foraging eagles. Lines will also be marked to reduce chances of collisions by eagles and falcons. The biological assessment will discuss impacts to threatened and endangered species and mitigation measures in detail.

G See response to ST-4 B.

H The soils mitigation measures (pages 5.1-9 and 5.1-10 of Volume 2A of the Draft EIS/EIR) are designed to minimize erosion, slippage, compaction, subsidence, and differential settlement of soils. Many of these measures have been known to soil scientists and engineers for some time. Adopting these mitigation resources demonstrates the Project's commitment to the protection of valuable soil, range, and cropland resources.

I Comment noted.

A The final preferred route has been changed to North 4, a route option that avoids your community. Section 3.4 of the Supplement to the Draft EIS/EIR describes the option, and maps in Section 1.1.3 show the revised location of the preferred route.

ST-2 (continued), ST-3, ST-4

A | thing, that this will be democracy at its worst. Thank you.

MR. PUGH: Mr. Joe Mazzini

A | ST-3 MR. MAZZINI: My name is Joe Mazzini, Post Office Box 330, Montgomery Creek, California. And Mr. Abbott has answered all my questions. I'm going to put my faith in him. God help you guys. I am going on trust.

MR. PUGH: Mr. Toler?

ST-4 MR. TOLER: Mr. Chairman. I am Irvin E. Toler. I'm a forestry and engineering consultant and have been here in Burney for some 39 years and in Northern California for about 45. I have worked for many of the major landowners and ranchers and other types of owners and various businesses that operate here. In working with the forestry I have come in contact with environmental problems through the years. Currently I'm a working consultant for Big Valley Lumber and about 30 other private owners, absentee and local. I just heard about this and I came tonight totally unprepared. My comments will be primarily bent to the problems that we have had in the last 40 years I have been here with the right-of-ways of power and gas, and major types and minor cross-transmissions that those entail as the projects go on.

A | If I can refer to a few of my sketched notes since I have been here -- I didn't know what the purpose of this meeting was. I want to point out that this right-of-way, and others that have come through our area here, come over many very sensitive soils and forest types. I say I know I probably can't stop the Project, but if the Project is approved, I wish the agencies would seriously take into consideration the problems that come in due to many of our irresponsible citizens. We have many good citizens, but we do have some that are like a rotten apple in a barrel.

B | I say this right-of-way should be located, if it does come, where it will do the least damage to the forest plateau's environment, particularly forest types, because where some of the other right-of-ways came through there were very sensitive erosionable soils. The landowners have suffered a great damage in many instances, from blown-down timber to the wind that gets in the nooks and crannies and just keeps pulling trees out. Myself, when the one gas transmission came, I requested that barricades be put at each part of the many, many property lines, and try to keep them closed, but certain groups of people who insist on taking their four-wheel drives up to the tops and down to

A | Comment noted.

A | See response to comment ST-1 E. The Project has also been routed to avoid sensitive erosion-prone soils wherever possible. See response to ST-1 H for a discussion of soils mitigation measures.

ST-4 (continued)

B the bottom shot off the padlocks, shot up everything they could, tore down all the signs, shot up the wildlife that they could get their hands on. And for a land manager, it becomes an extremely frustrating problem when you had not just one but you get up to four and five right-of-ways coming through as feeder lines, it's something else. And then when you patrol here during the fall and right after and during the deer, for Christmas trees and other forest products, the more right-of-ways you have the more problems you have and the harder it is to chase down the trespassers, and it takes a lot of money to put a group of people out here. And some of these trespassers are dealing in big business and they carry guns and I found out that some of them aren't afraid to use them. So I'm saying when we create another one of these major right-of-ways that the landowners, if this thing does come to pass, should be thoroughly compensated, not just for the time of construction, but from on into eternity as long as there is a right-of-way in existence. Because the property owner has to pay the taxes and the cost of administration and all of those things that go through, and these people forget that they want cheap power down in all these cities, but they forget that people that it crosses up here got raped, and that is the part that hurt, when you have a limited budget here as the landowners and ranchers and people that own these isolated pieces of land. And I've worked for big companies; I've worked for small companies, I've worked for ranchers, absentee owners, and you name it. One thing they do complain to me about is the total disregard certain of the citizens have toward the care and upkeep of our lands. And so that's one thing that should be built into this thing very, very strongly, or I think the people should oppose what's been done. In the past a lot of it has not been successful and in the stopping of this type of trespass and damage to our environment and our property.

C

D

E The other point I want to get into is this right-of-way, wherever it's located, should be located where it will do the least damage and leave as much shrubbery and greenery, brush and whatnot on the ground to stop the erosion, because when you get to the straight bare soil it's going to be a sensitive area. Then you get terrific erosion. And doing that, is a very expensive process, so I think it should be properly taken care of.

F I feel very strongly that this Project, when it's supporting the other cities that it is supposedly going to, that it should be, take care of our forestlands here and assure that our tax base remains, because the people up here, we have to pay our taxes or you go delinquent and

B See response to SL-83 C. The impact of increased access roads was considered part of the environmental analysis in selecting the best route (see Table A-9 of the Supplement to the Draft EIS/EIR). Some pertinent mitigation measures include:

- All roads not required for regular maintenance activities after completion of construction will be closed using the most effective and least environmentally damaging methods.
- Construction of new roads should be minimized; existing roads should be used to the maximum extent possible.
- Access road entrances will be located so as to discourage off-road vehicle users from driving around either gates or large earthen barriers.
- Construction of new roads through agricultural lands will be minimized.

C See response to T-37 I. Annual compensation is not a feasible mitigation. Please refer to "Mitigation Considered but not Adopted" in Section 1.1.5 of Volume 1 of this Final EIS/EIR.

D See response ST-4 B.

E The Project has been routed to avoid sensitive erosion-prone soils wherever possible. See response to ST-1 H for a discussion of soils impact mitigation measures. Mitigation measures IV.B and E in Section 1.1.5 of Volume 1 of the Final EIS/EIR are commitments by the Project to retain as much of the existing vegetation as possible.

F The socioeconomic analysis considered the impact of the Project upon the economy of the counties through which it passes. Potential job losses, both direct forest product jobs and indirect jobs, were considered. Long-term property tax payments received by the counties were also considered. These impacts are presented in Tables A-7 and A-8 of the Supplement to the Draft EIS/EIR and Tables 3.8-4 to 3.8-10 in Volume 2A of the Draft EIS/EIR.

ST-4 (continued)

F | you're out of business. And people in this area where the line is passing through is the employment base for this group, and many, many people come up here and settle in the various towns or out on the little ranches and they need jobs, in the forest products, and natural resource industries whether it be in chalk or mine or cinders or whatever we have to have up here, though logging and lumber manufacturing are our two largest.

The present landowners are doing what I consider, with the amount of money they have, a terrific job on recreation, but many of the campgrounds -- I spent the last two weeks out traveling around at a lot of the campgrounds -- and seeing what people have in the way of comments. They all feel that during the summer the camps are drastically overloaded. They would prefer a less crowded environment, and a lot of them are trying to pick stops where there is no official camp. That presents problems back to the landowners because if someone starts a fire, it's more difficult to patrol those areas and protect them.

G | Every effort should be made, if there is another right-of-way, that it's compatible with what you propose and to use the same right-of-way with a different structure or various ways of starting with a new right-of-way, because you don't want to see a monstrosity go down to the Flatwoods. I have seen many right-of-ways that crisscross that plateau that used to be beautifully timbered down below. Now it's the loggers and the landowner has to worry about the liability. I've had fallers go up on cloudy days and warned them about the power lines, and you can turn your back and the next morning the first they do is fall a tree, and just as they look up, there is a power line.

H | And so these things do add a terrific liability and many people have been hurt on them, and so I don't think the local landowners and the people should be made to bear this cost because you are putting a risk in here that we have to live with for the life of the line and the rich forest is forever disbanded.

Well, Mr. Chairman, I think that is about all I have. As I said, this is the first chance I had to look at this, within your time frame, and try to get some written comments in. I am trying to point to the problems that the land manager who is managing this forest has and the best use and income for future use has to be put up with and this is not going to help the situation. I am not saying I am against the Project. I certainly believe precautions

G | See the Draft EIS/EIR, Volume 1, page 2.5-3, for a discussion of why upgrading the existing AC lines is not feasible. Environmental, economic, and engineering considerations are taken into account when determining the location of the right-of-way within the selected route. Final determination of the line will take all these factors into consideration to ensure that the line is as compatible as possible given known constraints.

H | Danger trees will be cut near the COTP. Most accidents are near the lower voltage lines.

ST-4 (continued) ST-5

have to be taken because it's all not just for the people to get cheaper power on the other end.

MR. PUGH: Okay. Your written comments will be accepted until August 17th.

MR. JOHNSON: Okay. Thank you.

MR. PUGH: Next is Kenneth Henwood.

ST-5 MR. HENWOOD: My name is Kenneth Henwood. I'm with Henwood Service out of Sacramento. We are a consulting company in the energy and environmental business, and in this case are representing the forest landowners of Shasta and Siskiyou Counties, which are comprised basically of the five timber companies: Roseburg Forest Products, Sierra Pacific Industries, San Jose/Southern Pacific Corporation, the Hearst Corporation, and Champion International Corporation.

We have commented on the Draft EIS/EIR, and we will be commenting in writing on the current Supplement to that Draft. But we felt it would be beneficial to make some comments at this point as well, and I will be assisted in my comments by Gaylord Briggs of Roseburg with respect to the technical points relating to the California Forest Practices Act and the Intertie between that act and the routes selection process and the impact on forestland in Shasta and Siskiyou Counties.

As an introduction, our forest landowners group has all along maintained that we don't particularly oppose the concept of the Intertie, but we are certainly opposed to the route selection process that has produced a preferred alternative with what we feel is an inadequate and flawed analysis. That potentially has legal complications for the route selection process as well, which I will get into in a minute.

A We felt that the Supplement -- when we learned that the Supplement was under preparation, we thought it would be an excellent opportunity for TANC to correct some of the deficiencies in the Draft EIS/EIR and we were very disappointed to see that it made minor and cosmetic changes, and once again did not address the inadequacies in the routing and assessment of the impact through timberlands. Key among those problems are the assessment of the timberlands impact with respect to the direct effects on owned land and the lack of connection between the effect of the right-of-way on other timberlands nearby,

B

A Comment noted. See responses to your specific comments below and under L-307.

B See response to SL-121 S.

ST-5 (continued)

B principally in the same watersheds.

The California Forest Practices Act requires in planning timber harvests to look at the watershed which is affected, and without doing so is to put blinders on and look only at the directly affected right-of-way, results in a systematic underestimation of the effects to forest landowners. In a moment Gaylord Briggs will explain the intricacies of that interaction, but we are maintaining and will continue to maintain that unless the right-of-way assessment procedure can be made to comply with the mandates of the Forest Practices Act as it pertains to timber harvest, the analysis is inadequate and externalizes costs onto third parties who are not compensated and makes the preferred right-of-way look better, as opposed to other choices that would avoid timberlands almost entirely.

In fact, as forest landowners, my clients have a legal obligation when planning timber harvest to look at and assess the effects of their timber harvest practices on the entire watershed, and are mandated, prior to further harvest in the same watershed, to have reforested and recovered prior to harvests in that watershed.

C Moving on to the crux of our argument, is that TANC may be doing itself a disservice by not adequately considering an eastern route, east of the existing Intertie, which their consultant, Sargent & Lundy, appears to feel is possible and has adequate reliability to serve -- adequately serve the reliable criteria of the Western States Coordinating Council. And we are suggesting today a method by which the crossing of the existing Intertie could be reduced to one as opposed to two; and that one, that would be a 2,000 foot crossing in the south in the Bear Creek area, potentially, and in the north by means of a line swap with WAPA, PG&E and COTP we could get east of the existing Intertie without crossing the existing Intertie. And even without that, a crossing in the north would involve a 2,000 foot, rather a 5 mile, crossing as was initially proposed and used to throw out the possibility of crossing due to high costs. Outside of timberlands, 2,000 foot crossings are deemed possible and within bounds costwise, and within bounds reliabilitywise.

We are suggesting that without a line swap two crossings are feasible; with a line swap, one crossing is even more feasible, and the possibility of everybody switching over one line in the north end just south of the Oregon border is certainly feasible and requires exploration, and certainly requires exploration

C See Section 1.2.2 of Volume 1 of the Final EIS/EIR (Addenda to Section 4.4.1.2 of the Draft EIS/EIR).

ST-5 (continued) ST-6

C

economically in right-of-way clearing and acquisition as opposed to the preferred alternative which goes through timbered areas requiring fairly extensive clearing efforts and maintenance efforts as opposed to the eastern routing 2,000 feet east of the existing Intertie, until the Mayfield area, following the PG&E gas pipeline down to the Bear Creek area east of Redding, and a routing from there down the Bear Creek drainage in scrub oak in grass and lava to the Anderson area.

And unless that right-of-way is adequately assessed economically against the preferred routing, we do not feel that the Draft EIS/EIR Supplement is adequate, and we will make every effort to assure the adequacy of the studies to support the preferred alternative.

It's unfortunate that the scope of the environmental work did not include a route east of the existing Intertie, due to the initial intent, apparently, to connect it to a route in the south and the unhappiness with thoughts of crossing in forested areas. I believe that with the disconnection of a requirement that we land at Round Mountain an eastern route has become far preferable to the existing preferred alternative and would have significantly lower long-term environmental costs than a routing through prime timberland, once again, coming here and effecting harvest planning by both my clients and others.

With those thoughts, I will submit into the record a couple copies of the line swap idea that had not occurred to me in January when we filed comments on the Draft EIS/EIR, but should have occurred to TANC engineers in planning the route, and I'm sure did, but has not been mentioned at all in any of the documentation I've seen. I will have Gaylord Briggs give us a brief summary of how the requirements of the California Forest Practices Act affects the timber harvest planning, any timber company operating in California, and how the effect of transmission line corridors cause one difficulty with harvest planning. Gaylord?

ST-6 MR. BRIGGS: My name is Gaylord Briggs, Post Office Box 697, Anderson, California, 96007.

I am Chief Forester for Roseburg Resources Company in California. Roseburg is the owner of some 4,000 acres of timberland in the north state, and we are impacted by approximately 10 to 13 miles of the proposed power line right-of-way, depending on which right-of-way you examine or the alternative. As owners of timberlands, we have to

ST-6 (continued)

prepare timber harvest plans as required by the California Forest Practices Act in order to go out and harvest trees. The requirement of filling out a harvest plan is like the functional equivalent to the California Environmental Quality Act is the functional equivalent of an Environmental Protection Act. We have to take into consideration the soils, vegetation, rare and endangered plants and wildlife and other environmental plans before we can harvest timber, and it has to be approved by the State.

One thing that happened in early 1986 is Jerry Partaine, the Director of the Department of Forestry, sent out regulatory requirements, that in addition to the normal things that we have been considering and preparing in the harvest plan, that now we had to consider the cumulative effect of our harvests. Essentially what that means is that we have to examine a given watershed. We have to see if the additional impact of our proposed activity, in addition to what has happened before, if the total of those effects exceeds some environmental threshold within the drainage, and if they do, our harvest has to be limited or foregone until time passes enough wherein the threshold limit will not be exceeded by cumulative activity.

A What this means, when the proposed power lines bisect a timberland drainage, we are going to have a corridor 200 feet wide by its length across the drainage that is essentially, in the terms of a timberland manager, a clear-cut. What happens then is that after this activity has been accomplished, that any subsequent timber harvest consideration by the landowner would have to take into effect how much land was impacted by the power lines. Therefore, the amount of leeway I guess you'd say that we have to manage our timberlands, has been reduced. The cumulative effects were not addressed in the original Draft of the Environmental Impact Report nor were they considered in the Supplement. I think this is a considerable deficiency, and also the Supplement that was proposed only dealt with the minor route changes that really did not address any of the real concerns that I had mentioned before about its impact on the productivity of the timberlands. The timberland is several hundred acres of timberland that would be in the proposed route location for the power line and they will be gone. You can't grow trees there in the sagebrush and the eastern part of the state; a power line can exist, but we have reduced our timber growing potential that is not being considered in the Supplement or the recreational draft of the statement either. Thank you.

A Cumulative impacts were not addressed in a separate section in the Supplement; however, revised discussions have been presented in the Final EIS/EIR in Section 1.1.4 of Volume 1. See responses to SL-121 S, SL-100 S, and T-69 F.

ST-7

MR. PUGH: Steve Whitehorn.

ST-7 MR. WHITEHORN: My name is Steve Whitehorn. My address is P. O. Box 125 in Oak Run, California, 96069. I'd like to talk about a few things tonight that I briefly covered at the last meeting at Round Mountain, and a few new ones.

A A major concern of mine is the Oregon-Washington Intertie. It's not mentioned anywhere in the Supplement or the Draft EIS/EIR. It seems to me it's fairly important as there are several options you have there in the northwest, just like there are in California. If the agencies in the northwest run into problems there, that will jeopardize this entire Project, raising costs for all the utility owners and customers in California.

B As an adjacent landowner to this Project, I will not be compensated for the reduced property values that I will incur. Most property owners in the inter-mountain area have invested their lifelong savings in this property. There is no way to be compensated for this if you live within a half mile or three-quarters of a mile of this Project. The property values will definitely go down. It will be very hard to sell property with a power line in view, instead of Mt. Shasta.

C Page 1.2-1 of the Supplement mentions the alternatives at the bottom of the page, such as the eastern route and the desert or the gas power line route. It mentioned that these have been considered but no further mention is made in the text nor is it referred to. I think it is a duty, as previously mentioned, that the environmental review team look at these effects and alternatives. The timberland, in fact, has only been slightly reduced by these new alternatives. They have not been mitigated, and I think only a route to the east would mitigate that problem. The availability of power from the northwest is only an if, and at this point this Project is depending on a lot of ifs. I think it would be appropriate at this time to get a commitment for the power instead of just going on ifs.

D
E Once again, going over the cumulative effects in the watershed and timberlands, it's not only the large timber companies that will be affected and that own thousands of acres, it is the John Smith or Mary Smith that own ten acres on Marble Creek. If they go to harvest five acres of their property, and have waited four years to do it to send their children to college, they will not be able to or

A The Bonneville Power Administration has prepared and issued the Intertie Development and Use Draft EIS (IDU DEIS) which addresses operation of the Intertie in the Pacific Northwest. The environmental effects of changes in resource operation in the Pacific Northwest as discussed in that document were incorporated into the COTP Draft EIS/EIR by reference. In addition, system reinforcement facilities proposed in the Pacific Northwest which would support the COTP are addressed in Volumes 1 and 2C of the Draft EIS/EIR.

B See responses to L-184 A and T-82 C.

C See responses to SL-100 S, SL-121 S, T-69 F and L-307 K.

D See response to SL-47 C.

E Comment noted. See responses to L-14 B and paragraph 2 of response T-162 B.

ST-7 (continued) ST-8

E

possibly not be able to harvest their timber because this power line has cut a clear-cut swath up Marble Creek Canyon and this further prevents any timber cutting for the next 10 to 30 years until reforestation takes effect in that area. That is all I have to say. Thank you.

MR PUGH: Thank you, Mr. Whitehorn.

Ron Berryman?

ST-8 MR. BERRYMAN: My name is Ron Berryman. I am the District Forester for Champion International in McCloud, California, P. O. Box 1540, zip code 96057. I have stood before you people before on several occasions in the past, and what I've done on those occasions was to talk about the direct removal of the timberlands from the land base in Northern California.

A

One point deserves repeating, I think, and that point is from a 1984 United States Forest Service publication in which they estimated that in the next 45 years there would be 33 million additional acres of forestlands removed from production to use just for the purposes we are looking at tonight: power lines, dams, parking lots, you name it, 33 million acres of lands. And I know that everybody has heard a lot about how many miles it is to the moon, and I think we get immune to all these large numbers. What 33 million acres represents is half the timbered portion of Northern California. I think that this is a pretty substantial figure when I think of it in terms that this is one of the largest timber producing states in the union, and we are talking about losing half our acreage in the next 45 years for projects such as you are proposing.

What I'd really like to spend a little bit of time on is the indirect removal, as Gay Briggs and Ken Henwood both alluded to, involving the cumulative impacts. What it really boils down to for most people that are really not familiar with the terminology, is that when you log an area you also get some erosion; you are going to get land clearing, you are going to get the duff removed, the soil, and the whole profile becomes a little more susceptible to erosion. The Forest Services expresses it as a threshold of concern. In a sensitive area, they will use a 12-percent figure, and when you reach 12 percent of acreage within that drainage, you have reached what they call the threshold of concern. Now, once you have reached that point, they will allow no logging within that drainage until the land has revegetated itself in a manner that they think is appropriate for the next timber harvest.

A

See responses to T-69F, ST-6 A and SL-100 S. Sections 4.5, 4.6, 4.7, and 4.8 of the Draft EIS/EIR have been revised and are presented in Section 1.1.4 of Volume 1 of this Final EIS/EIR.

ST-8 (continued)

A

If you take as an example a 1,000 acre drainage, and let's say for example that the Forest Service owns half of it, 500 acres, and they have previously cut 30 acres, and in our example we have put a power line down there with a 200-foot swath or 2 miles, we are going to get 46 acres of clear-cut. Now, what this 46 acres does is it gives us 76 total clear-cut acres within this watershed. That means that the Forest Service is not allowed, and I mean not allowed, to cut anymore within that watershed until portions, or a major portion of the 76 acres has been revegetated. Private industry is facing the same kind of constraints as the Forest Service. Getty vs. Johnson that Gaylord Briggs alluded to a few moments ago is the thing that is going to drive the forestry into the same type of a situation that the Forest Service is in right now.

In Senate Bill 1641, proposed by Senator Berry Keene, he is proposing the same type of treatment in which we are going to have to allow for these cumulative impacts on the forest lands.

One comment, to read directly from a report given to us from Henwood Energy Services, lists the microscopic sales and DIE analysis and compensates for the loss of timberland in the valleys on the basis of acres directly effected. This method demonstrates a remarkable lack of sophistication in the real sense of the word that affects timber resources. The Forest Practice Act of California requires timber harvest plans prior to harvesting. In a recent court case, Epic vs. Johnson, the cumulative assessment of the watershed effect was required prior to the timber harvest plan being approved by the CDF. The U. S. Forest Service has been implementing similar procedures as a result of the management agency agreements with the SWRC to develop a methodology for evaluation and control of the cumulative off-site watershed effects. The U. S. Forest Service also have diversity criteria that effect harvests and which are applied on a management area basis. These criteria are described in the Timber Sale Preparation Handbook and represent goals for helping to maintain habitat diversity over time. The criteria place restrictions on the size, spacing, and timing of management practices, and clear-cuts in particular.

In these types of evaluations of management procedures for clear forestland right-of-ways, we are talking about something that is produced, such as transmission --

ST-8 (continued)

A

(Interruption by speaker in the audience.)

Must be treated for management and abatement purposes and on a permanent clear-cut or eroded area producing more restricted management requirements on the remaining of the watershed and the management area, to be adequate, and to the adequate assessment of the local environmental effects, the DIE must, on a watershed-by-watershed basis assess each routing segment for its cumulative effect on the forest management by landowners and the drainage for the USF as in the first criteria. Such an analysis would produce a land producer multiplier effect in each drainage and management area that must then be used in the assessment of the microscopic and cumulative effects as well as adequate and fair compensation for the on and off-site forest landowners. To do otherwise, would have an inverse effect on these landowners.

B

One other comment that I was just aware of just a few minutes ago, and that was made in some meetings prior to this one, was the criterion used for separation of the power lines.

(Interruption by speaker in the audience.)

For the separation criteria, you were saying it's going to cost 40 million dollars to separate and go underground and get across that power line to get onto the eastern side. You didn't adequately assess -- you didn't adequately assess the possibility of going underground in the sagebrush area and using Sergeant Lundy's report, methods you had to consider the forest fire possibility and everything else to separate these power lines by a couple of miles.

The comment was made that you didn't want to be a pioneer and try to develop this underground technology and to put the power line underground. Well, I would submit, if we don't want to be pioneers, we wouldn't have a catalyct converter, we wouldn't have automobiles, and we wouldn't have a lot of other things, probably power lines, that we have to deal. Thank you.

MR. PUGH: That's those who have signed up on the list to give verbal comments. Is there anyone else in the audience that would like to approach the bench and give a comment?

Yes, ma'am, please come forward.

B

See response to L-307 I. Underground crossings are also discussed in Volume 1 of the Draft EIS/EIR, Section 2.5, page 2.5-9 and in Section 1.2.2 of Volume 1 of the Final EIS/EIR under the title of the "Henwood Crossing".

ST-9

ST-9 MS. KILIAN: My name is Carol Kilian, Post Office Box 144, Big Bend, California, 96011.

As with so many people in the inter-mountain area, my husband and I saved for a long time and looked for years to find the ideal spot where we wanted to live and build a home and spend the rest of our lives. This spot is the Kosk Creek area. And I'd like to read a paragraph from the Supplement, page 3.3-15 that horrified me:

It's regarding filing on the "earth resources".

"The Hearst option crosses steep slopes of 50 percent in the Kosk Creek and Alder Creek Valleys. The terrain in the Kosk Creek drainage is characterized by several mass movement features. The Grizzly Peak option avoids the very steep erodible terrain of the Kosk Creek drainage. The estimated soil loss for the Grizzly Peak option is 1,624 tons per year compared to 2,831 tons per year for the Hearst option. Placement of the line in the Kosk Creek drainage would necessitate on-site geotechnical determination of feasibility and possible helicopter construction. Construction and maintenance of the transmission line along the Hearst option could also induce mass movement, such as landsliding, which in turn could result in increased erosion. The Grizzly Peak option is superior to the Hearst option because it avoids the steep erodible terrain of the Kosk Creek drainage and would cause less estimated soil loss."

A [Now, my comment is that this is the only paragraph
that was favorable to going with the Grizzly Peak option.
B [Regarding the wildlife, my husband is a member of the
C [Audubon Society and he has spotted and he has observed
spotted owls in the Kosk Creek Valley. Also it is a prime
habitat for bear and deer. I'm really upset about the
whole deal because I don't want to live there anymore and
absorb the PCBs that are thrown off from your power lines.
And my final comment is that there was a conference at the
University of California, Berkeley a couple of months ago
where electronic engineers from all over the nation met,
and they are on the verge of discovering a superconductor
where they can conduct impulses through a very thin line,
and I think by the time your power lines are completed in
1990, they will be outdated.

A The analysis in the Supplement to the Draft EIS/EIR failed to mention the presence of spotted owls in the Kosk Creek area. This was, however, shown on Biological Resources maps in the Draft EIS/EIR. The area is not included within the network of spotted owl territories to be protected on the Shasta-Trinity National Forest (Brumley pers. comm.). The habitat will be made unsuitable by timber harvesting. Thus, impacts of the transmission line are not considered significant.

The Supplement indicates that 2.4 miles of important big game habitat will be crossed on each of the Kosk Creek routes. None of this has been identified as key habitat where big game concentrate.

B Power lines do not throw off PCBs. PCBs were, prior to the 1980's, used in insulating oil in transformers at substations, but not on transmission lines. The COTP will not use PCB equipment in substations, as its use has been banned by the Environmental Protection Agency.

C See responses to L-309 VI and SL-106 H.

ST-10

MR. PUGH: Thank you. Someone else? Yes, sir.

ST-10 MR. HENDERSHOTT: My name is Arthur Hendershott. I live at 196 Hot Springs Road in Big Bend. I am the president of an organization that is building a small community sponsored by the Azen Methodist Church, and from the discussions I have had before the meeting, we are about a half mile to three-quarters of a mile from where these power lines are located, and we are located on the south side of the Pit River. We have received zoning approval by the county for our community and we feel very strongly that this line coming so close is not only damaging to the rest of the flora and fauna, but to us also, and we object to it.

The people that have given presentations have given technical details beyond which I have, showing that big is not necessarily better, and in this case we have a big monster coming from Oregon, coming through our area, because it's so big and the main reason for it is the money involved and those who control it; the gathering of money, rather than making a service to the people. Energy can be produced better and simpler in California, for the people of California, or the major part of it.

As the lady who was just here referred to it, there are technological methods already known that can do this better than big super expensive power lines. Bigger is not better. This is an irresponsibility that we feel should not be accepted. In our area there have been numerous people who have had plans and the technological ability to develop small power generation to feed into the power lines who have been rejected by this little outfit called PG&E who told people in our area that they did not have the capacity to transport energy that is produced in our area to their lines. But here a big monster can transport all of this from Oregon. This is certainly ridiculous and out of proportion and management of our energy projects and, as I say, they ignore the needs and the benefits and the health benefits of all of the flora and fauna, including the people that are in the area. Thank you.

MR. PUGH: Anyone else like to speak? If not, then I will close the public hearing. I want to thank you all for your comments. They have been taken down as you can see by the Reporter and the responses to the comments will be addressed in the Final EIS/EIR. You still have until August 17th, 1987, within which you may file written comments with the agencies. After the meeting, the staff

A Comment noted.

B The main reason for the COTP is that it can provide electric service at less cost than the alternatives. Appendix B, Volume 3A of the Draft EIS/EIR is an economic analysis of the Project which concludes that Project benefits exceed Project costs. For a discussion of how these net benefits will affect consumers' rates, see response to T-126 A.

Section 10 of the Appendix B discusses the alternatives to constructing the Project that were considered. The analysis assumes many small generating resources will be constructed; see response to T-171 A.

C The potential impacts to the human population through negative impacts to natural resources are reflected in the evaluation of effects to recreation, cultural resources, and socioeconomics.

ST-10 (continued)

will be around to answer questions for you and to discuss the maps which are in the back of the room and go over any questions you may have. Again, I thank all of you for coming tonight. The hearing is adjourned.

(Whereupon the hearing adjourned at 8:47 p.m.)

--o0o--

REPORTER'S CERTIFICATE

STATE OF CALIFORNIA)
) ss.
COUNTY OF SACRAMENTO)

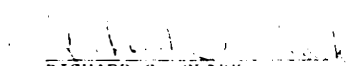
I, RICHARD S. CLARK, certify that I was the official court reporter for the proceedings named herein, and that as such reporter I reported in verbatim shorthand writing those proceedings; that I thereafter caused my shorthand writing to be reduced to typewriting, and the pages numbered 1 through 40 herein constitute a complete, true and correct record of the proceedings:

PRESIDING OFFICER: ARCHER PUGH

CAUSE: CALIFORNIA/OREGON TRANSMISSION LINES

DATE OF PROCEEDINGS: AUGUST 4, 1987.

IN WITNESS WHEREOF, I have subscribed this certificate at Sacramento, California, on this 14th day of August, 1987.


RICHARD S. CLARK

ORIGINAL

TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

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In Re:)
)
Supplement to the Draft)
Environmental Impact Statement/)
Environmental Impact Report)
for the California-Oregon)
Transmission Project.)

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PUBLIC HEARING

Held at Newell Elementary School

Newell, California

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WEDNESDAY, AUGUST 5, 1987

Reported by:

RICHARD CLARK

CAPITOL REPORTERS

DEPOSITION & GENERAL COURT REPORTERS

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ST-11

When I have run through the list, then I will open the floor to any others who may have comments to make. And so we will start with Doug Peterson.

ST-11 MR. PETERSON: Good evening. My name is Doug Peterson. The last name is P-e-t-e-r-s-o-n. My address is 5673 Muldrow Road in Sacramento, 95841.

I've worked as an environmentalist in Sacramento County for the past 15 years, and I am a member of the California Association of Environmental Professionals.

I've been retained by the Modoc County/Klamath County Powerline Committee to help them in their review of the environmental documentation for this Project. In addition to our oral comments, at this hearing we will be submitting written comments prior to August 17th. Many of our members have testified during the Draft EIS/EIR public hearings in this building on January 5th. And our written comments on the document were submitted on February 27th.

Our major focus and all of our oral and written comments was the failure of the Draft EIS/EIR to properly and adequately consider Cross' Alternative, which has virtually unanimous support from local government agencies, community and civic groups, environmental organizations, and individual citizens in the Tululake basin area.

A Regarding the relationship between the failure to evaluate Cross' Alternative and the need for the Supplement, items two and three of our conclusions section for our previous written comments read as follows: Item two, the most substantial required change that we have identified is Cross' Alternative must be indicated as an option on all applicable Project maps and must receive a similar and comparable level of narrative environmental analysis evaluation as has already been given to many other alternatives and options in the Draft EIS/EIR. Such analysis must reflect an objective and impartial and good faith effort and full disclosure; and item three, the most fair and legally appropriate method for providing such a comparable analysis and evaluation is by preparing a Supplemental Draft EIS/EIR to discuss Cross' Alternative.

The recently identified third alternative, Malin switching site, which also was not identified or discussed in the Draft EIS/EIR should also be adequately evaluated in the Supplemental EIS/EIR.

We do not consider simply adding information

Because they are similar in nature to the opening remarks at the August 4, 1987 hearing on the Supplement to the Draft EIS/EIR, the opening remarks from the Newell hearing are not reproduced here.

A See response to L-330 H regarding the John Cross Alternative. The third alternative Malin switching station site (Southern Oregon Switching Station site) was fully evaluated in Section 2.0 of the Supplement to the Draft EIS/EIR. The E3 site has been adopted for the COTP.

ST-11 (continued)

A regarding the Cross Alternative and the third, the Malin switching site, to the Final EIS/EIR to be satisfactory and appropriate or legally sufficient, since that approach would eliminate the opportunity for an extremely important phase of public review and written comments and public hearings on these two critical, potential components to the COTP which would be required for the Supplemental Draft EIS/EIR.

Thus, we anticipated preparation of the Supplement and fully expected that it would include Cross' Alternative. Unfortunately, however, the Supplement, once again, totally fails to evaluate or consider Cross' Alternative. In fact, the only statement in the entire document which even mentioned Cross' Alternative is a sentence on page 1.2-1 which reads: "An additional number of comments on previously identified routes are being considered, including comments on the John Cross Alternative," and others.

The Project record clearly reflects the numerous and repeated requests by this group and others that Cross' Alternative be properly evaluated and considered and also reflects the stubborn attitude of the lead agencies in ignoring those requests and refusing to provide such evaluations.

Cross' Alternative was first formally presented to the lead agencies at a public meeting in Tulelake Grange Hall on August 11th, 1986. During the full year since that date, the lead agencies have received a substantial number of written and oral comments in strong support of Cross' Alternative. Our own written comments on the original Draft EIS/EIR contained approximately 11 typewritten pages regarding Cross' Alternative, plus the conclusions, number two and three, that I've quoted previously. Attachments to those comments also indicated that it is very likely that Cross' Alternative would be discussed in the Draft EIS/EIR. Nonetheless, despite all of the above and despite the requirements of NEPA and CEQA and their guidelines, Cross' Alternative has still been ignored in the Supplement.

B The Modoc County/Klamath County Powerline Committee believes Cross' Alternative is reasonable and feasible and has seen no written evidence whatsoever to indicate otherwise; and contends that the facts regarding it, which are contained in the Project record, legally compel the lead agencies to adequately and accurately describe, illustrate and consider it. Even if the facts contained in such evaluation ultimately lead the EIS/EIR preparers to

B See response to L-330 H.

ST-11 (continued)

B find that Cross' Alternative is unfeasible, that such an announcement and the facts leading to that conclusion must be in writing and contained in either the Draft EIS/EIR or the Supplement to it. Only in this way can Cross' Alternative be given a fair, equal and comparable level of evaluation and consideration as has been given to all of the other alternatives and options which are discussed in the original Draft EIS/EIR and the Supplement. The grossly inadequate discussion of Cross' Alternative in the light of the facts contained in the Project record is clearly improper and unacceptable.

C The Modoc County/Klamath County Powerline Committee strongly object to the erroneous implications on page 1.2-1 of the Supplement that indicates that Cross' Alternative, which is recommended by our group, is equivalent to the Copic Bay Option which has been identified by EIS/EIR preparers. These two options are not alike. There are major economical and environmental differences between them as indicated in our comments on the original Draft EIS/EIR. Cross' Alternative is clearly environmentally and economically superior to the Copic Bay option. It is vastly environmentally superior to the so-called preferred alternative. John Cross, from our group, will be explaining the differences between the Cross Alternative and the Copic Bay Option later in this meeting.

D And based upon the facts and Project records regarding Cross' Alternative and the lead agencies continued failure to fairly and objectively discuss it in the Supplement to the Draft EIS/EIR, the Modoc County/Klamath County Powerline Committee contends that, number one, the Supplement to the Draft EIS/EIR is not responsive to the numerous formal written and oral requests by our organization and individual citizens to be fair and objective and give it the equivalent level of evaluation and consideration as has been given to many other alternatives and options in the Draft EIS/EIR and the Supplement. The unequal and unfair treatment of Cross' Alternative in comparison to many other alternatives and options reflects an improper bias and prejudice in those reports. We believe that, in the absence of a fair, objective and equivalent level of qualification and consideration of Cross' Alternative, the Draft EIS/EIR as amended by the Supplement is still legally inadequate. We also believe that in the absence of a fair, objective and equivalent level of evaluation and consideration of Cross' Alternative, which would require a Second Supplemental Draft EIS/EIR, a legally adequate Final EIS/EIR cannot be prepared. We also believe that unless the Final EIS/EIR

C See response to L-330 H. A modification was made to the Copic Bay alternative before it was compared to the preferred route. Instead of the two existing lines being moved to two separate rights-of-way, the two existing lines would be moved adjacent to each other onto the N-10Alt.4 route with a 350-foot-wide right-of-way. This option is very similar to the John Cross Alternative; the only difference would be that both of the existing lines would be moved, instead of only one. The environmental comparison of the John Cross Alternative to the preferred route is detailed in Section 1.2.2 of Volume 1 of the Final EIS/EIR as an Addendum to Volume 2A, Phase II Routing Investigations Report, Section 4.4.2.

D See response to ST-11 C.

ST-11 (continued), ST-12

D | complies with the certification requirements contained in the adopted NEPA and CEQA, the COTP cannot legally be approved.

E | Regarding the Southern Oregon switching station site, E3, our organization is in support of that new site, and regarding the North 1 routing option, we support the Loveness-Graham portion of that alignment which is in Oregon, but we are opposed to the California portion of that alignment, and would prefer Cross' Alternative instead.

G | On the issue of which alternative is the environmentally superior alternative, in our written comments submitted previously, we contend in that statement and was contained in that report which stated the so-called preferred alternative was also the environmentally superior alternative was not true. We disagree with that. We believe that the Supplement now supports our position because it is clear by reading the Supplement that the Loveness-Graham option is environmentally superior to the portion of the so-called preferred alternative in that area.

H | Further, we are confident that when the lead agencies finally get around to seriously considering Cross' Alternative, they will find that it is also by far environmentally superior to the portion of the so-called preferred alternative in that area.

H | And as far as conclusions, due to the failure of the Supplement to adequately describe and evaluate Cross' Alternative, the conclusions recommended and requests section of previous written comments on the Draft EIS/EIR still remain unsatisfied and are still applicable to the Supplement. Thank you.

MR. PUGH: Thank you, Mr. Peterson.

Next on the agenda is Bill Graham.

ST-12 MR. GRAHAM: I'm Bill Graham, G-r-a-h-a-m. 862, Box 68B, Malin, Oregon. I'm a member of the Oregon Review Committee, Chairman of the Klamath Powerline Committee, and a Malin area farmer.

Tonight, I will not be commenting on behalf of the Review Committee, and the committee will be submitting written comments prior to the deadline date. But I am commenting as Chairman of the Klamath County Powerline

E | Your support for the Southern Oregon switching station site E3 and the portion of the North 1 routing option (Loveness-Graham route) in Oregon is noted. It is the preferred site for the COTP.

F | Comment noted.

G | See responses to SL-120.

H | See responses to your comments above.

ST-12 (continued), ST-13

A Committee and as a Malin area farmer. There are two sections of major concern for people of this area: In the Supplement to the Draft EIS/EIR, Section 2.1-1, the Southern Oregon Switching Station, and Section 3.1-1, the North 1 routing option. In regarding to the substation, site E3, and that part of the North 1 routing option, north of the Oregon-California border, which is referred to as the Loveness-Graham portion, the results of the Supplement comparison to the preferred alternative are pretty much in line with what we expected; the citizen's option is superior to the preferred alternative.

B If it is determined that a third line indeed is needed, and that it will be built in the Malin-Tulelake area, the E3 substation site and the North 1 option, north of the Oregon-California border, would be the most tolerable. However, south of the Oregon-California border, the Supplement falls short of the hopes and expectations of all of us concerned. In the entire Supplement, the John Cross Option received only a scant one liner on page 1.2-1 which referred to it as the Copic Bay Option. I believe that this in itself is in error in that the John Cross Option is not the same as the Copic Bay Option. The John Cross Option would have less environmental and economic impact than the Copic Bay Option. While we, on the organization side, could cope with the Loveness-Graham portion of the North 1 option, that is the portion north of the Oregon-California border, it appears our neighbors on the California side are still faced with very real threats of hardship if the North 1 routing option, south of the Oregon-California border is chosen. Thank you.

MR. PUGH: Thank you, Mr. Graham.

Next, John Cross.

ST-13 MR. CROSS: My name is John Cross. I'm a member of the Modoc County/Klamath County Powerline Committee. I'm also Chairman of the Modoc County Planning Commission. My address is Route 2, Box 129, Tulelake, California. I'm also a local businessman and a local farmer.

I have had a friend for many years who became hard of hearing. The last three or four years he's been looking at me with a silly grin and nodding his head up and down. It is just recently that I have become aware he is hard of hearing and hasn't been hearing a word I've been saying. I realize that I have acquired two more friends, Western and TANC. They have been giving me that silly grin, very identical to the one my friend has been giving me. They

A Comment noted. Your support for the Loveness-Graham option and switching station site E3 is noted. These alternatives have been adopted for the COTP.

B See responses to ST-11 C and L-330 H.

ST-13 (continued)

A [have been nodding their head up and down but they are not hearing. It's absolutely obvious when they allow a document to come out that says the John Cross Alternative and the Copic Bay Alternative are one and the same. Comparing the Copic Bay Alternative to the John Cross Alternative is like comparing the jackass to a thoroughbred. And we all know to get a jackass' attention sometimes we have to use a two by four. That is what I am prepared to do here tonight. We've asked for a map, although it's a little bit inadequate, I think it's sufficient enough to carry our message to TANC and Western. Pardon me for a minute. I will draw a few lines.

(Whereupon Mr. Cross goes to the diagram.)

B [The so-called preferred alternative is absolutely, totally inadequate. It violates everything that we stand for. The Copic Bay Alternative is that portion of it that goes from the so-called Graham-Loveness line that TANC and Western all of a sudden decided to draw on the map. That's this alternate here. It too is totally inadequate and unacceptable. And if TANC and Western do not study the John Cross Alternative, you are not going to build this power line unless you take us to court. And if you take us to court, you are going to lose. We have got a very strong case and you are going to lose it. If you take us into court -- and we are not going to let you build this power line unless you thoroughly study equally the John Cross Alternative as you have studied all these other routes.

C [Now, the John Cross Alternative is quite simple. It shouldn't need to be repeated and repeated, but I will repeat it again. You simply, from the State line, take a line out two and a half miles east down through public land and then back to the original line south of all the farm ground in Tulelake. You simply switch the west line over to the east line and to a point just north of the new line coming back into the old western line and you switch the eastern line back into the western line, and from there you go on. You take the new proposal, and we have strongly supported the Graham-Loveness route; that's fine -- that was what we asked for -- where it hits the Oregon border and you tie that into the western existing line. Take that power down ten miles below the farm grounds at which time you go back to your preferred route. It's quite simple. It could be easily accomplished if somebody would just listen and if somebody would just study it. It would put the line on public lands; it would not impact any of the farm ground west of the existing lines, it would answer all of the mitigating measures that have been proposed by the

A See responses to ST-11 C and L-330 H.

B Your opposition to the preferred route and the California portion of the North 1 option is noted.

ST-13 (continued), ST-14

C [Sierra Club, the Isaac Waltons, every environmental group that has been studying this have endorsed the John Cross Alternative. Everybody seems to understand it, and agree with it and think it's great except Western and TANC.

Now, there is no use bringing up a Supplemental study up here south of the State line. It still fails to address one route equally with all the other routes that you have studied.

D [When we met at Eddie McAuliffe's, it was agreed at that time that you would study the John Cross route equally with your preferred route. Now, you come up here with a whole big bunch of pictures with your preferred route, and you've got a little folder over there that nobody's ever seen and that is the John Cross route. Why didn't you bring the same study you made on this so-called preferred route on the John Cross route? Simply because you haven't done it.

You are not going to build that line on the other side of that line unless we force you to, and I'm telling you now, loud and clear, that if you don't study that over there, we are going to force you to. You are going to be in court, and I can tell you for sure environmentally the people behind us support us, and any federal judge in five minutes would say, "All right, fellows, go back to the drawing board and study that alternate." That's all I have got to say.

MR. PUGH: Thank you, Mr. Cross.

Mr. Dalton?

ST-14 MR. DALTON: My name is William Dalton, D-a-l-t-o-n; Route 1, Box 246C, Tullake. I am one of the people that the proposed routes will cross.

A [In regard to the Supplement Draft EIS/EIR for the California-Oregon Transmission Project, I am very disappointed to find an in-depth finding on the so-called John Cross Alternative is missing. It is said on page 1.2-1 that this alternative is being considered. Why then is it not clearly included in this Supplement? Throughout most of the meetings with the lead people, the public opinion has been for the study of this option. Permission was given by the landowners for the survey people to enter our land with the understanding that the John Cross Alternative was to be included in this study. The construction of this transmission line will have a very

C Impacts from the suggested route would be similar to those presented by the Copic Bay option. A slight variation on the Copic Bay option and the John Cross proposal has been considered by the lead agencies since issuance of the Supplement to the Draft EIS/EIR. It is essentially the same as the Copic Bay option, but would involve a slightly different design for the placement of the existing Intertie lines. See response to ST-11 C for a discussion of this variation.

D The modified Copic Bay option has received a comparable level of study to the preferred alternative.

A See response to ST-11 C.

B Comment noted. The long-term impacts of the proposed COTP are addressed in Section 4.1 of Volume 1 of the Draft EIS/EIR. See response to ST-13 D.

ST-14 (continued)

B | long-lasting effect on the area it crosses, and I believe every effort should be made to find the route that will least damage the environment and the landowners.

The lead people have chosen to have studies made only in the areas that they want, and not to include the areas that are not favorable to them, even though it is most popular with the people of this area.

C | In the memorandum letter that came with the Supplement to the Draft EIS/EIR, a statement is made that the routing was developed after consideration of public opinion on the alternative proposal in the Draft. The routing now listed in the Supplement was not discussed at that hearing, but is the idea of the lead people. The John Cross Alternative was discussed at that hearing. I do not believe that a sound decision can be made until all the facts are in. They were not in at the draft hearing. They are not in for this hearing tonight. We are still one option short. The lead people state in all of their letters and news releases that public input is of the utmost importance in their decisions, when in fact they consider only what they want to consider, and if public opinion differs from what they want, then public opinion can go to hell.

D | I farm ground in two valleys through which the preferred route, or North 1 would travel. These are deep, narrow valleys which are very difficult to fly in and out of at this time. In our farm operation it is required that aerial application of herbicides and insecticides be applied. It takes about three times the flight time to spray this area, as it does in the basin itself. It is many, many times more dangerous. The aircraft must dive into these valleys, make its run and pull up very quickly over the hills, make his turn and then repeat the run. Picture huge, tall towers and long, sagging power lines which would also be in the travel path of this aircraft. The danger of this added obstacle would increase danger to an aircraft and pilot tremendously; probably so far that they would no longer fly these fields, and at that moment we can no longer farm these fields. The John Cross Alternative would stop this additional problem. I feel the committee that approves or disapproves these EIS/EIR reports should require that the John Cross Alternative be studied and the report made public at another hearing, and no further action be taken by the California-Oregon Transmission Project at this time. Thank you.

E | MR. PUGH: Thank you, Mr. Dalton.

C We concur that reasoned choices are dependent upon the information considered. Information important to making a decision on the location of the COTP has been gathered through the Draft EIS/EIR, Supplement to the Draft EIS/EIR, public comment on the Draft and Supplement, and this Final EIS/EIR.

D Transmission towers and lines do present obstacles to pilots. These impacts were discussed on pages 3.6-4 and 3.6-5 in Volume 2A of the Draft EIS/EIR.

E Comment noted. See response to ST-11 C.

ST-15

Next, I believe, is Glenn Anthes -- I can't read the last name -- Route 2, Box 132, Tulelake.

ST-15 MR. ARTHUR: I'm Glenn Arthur. I live at the present time at 1145 Hammer Drive, Klamath Falls, Oregon, 97603.

A [We, also, my wife and I own ranches in this area where the power line is supposed to go through and we have submitted a brief addressing all the environmental impact statements previously. We will not introduce one tonight. I think, if I do nothing more, it would be worth it to bring this thing into focus. John Cross adequately and eloquently pointed out the weakness of the whole set up here, the whole study, and I concur with that. I also concur with the fact that I have advocated from the beginning that we are going eventually to have to take a club to you guys in the form of going to court because you just simply aren't listening. And furthermore, I would like to clear up the minds of the people in the audience who we are dealing with: Now, the impression is given, without saying so all the time, that we are dealing with a public entity; we are not. We are dealing with a group of businessmen who are out to make a fast buck, and they are going to make as many bucks as they possibly can.

You people are working. I don't necessarily criticize you for that, but let's get it in proper perspective. You are working for them, and they are going to make as many bucks as they can. If they can railroad this down through the center of farmland and make a few extra bucks, that's fine with them. They don't care how many broken farmers they leave behind or anything else. So whatever the audience does, they should keep in mind we are dealing with a private group of businessmen who are trying to deal with the public sector using the power of eminent domain to force through a project that puts X number of dollars into their pockets. Now, under those circumstances, we should meet it with that in mind when they start doing it. The power companies are standing back, "Sure, if you get it through, we'll take a part of it or we will take it over," and so on and so forth. They know it's going to be a hot issue. They have been through this before, and it's getting to be a little hotter all the time. They are going to lose a lot and they are going to lose more. We are going to employ tactics I personally deplore, but if that is the way to meet people like this where you have all the money in the world to work with, I'm for it and I'll be behind everybody 100 percent. That's all I have to say.

A Comment noted. See also response to ST-11 C.

ST-16

MR. PUGH: Paul Tschirky?

ST-16 MR. TSCHIRKY: My name is Paul Tschirky. My name is spelled T-s-c-h-i-r-k-y. And I am the Chairman of the Modoc Powerline Committee, and I reside at Box 212, Route 1, Tulelake, California, 96134.

When we were educated I had a little experience that a fellow told me once, "Don't believe everything people tell you and be able to figure things out a little bit and be a little bit stubborn," and that is why I'm here tonight. I'm happy to oppose the proposal of the California-Oregon Transmission Project; most of the proposal of them, except one. But I would like to thank everyone present tonight for the purpose of supporting us in our endeavor to move it off the prime farmland and to the John Cross location.

We want to thank the persons responsible for the hearing held on January 5, 1987. We were pleased with the attention given to the farmers and local people who testified on our behalf. We sincerely hope that this hearing will be conducted in the same consideration, for we surely want to convey to you again what we want.

Referring to the Supplement EIS/EIR Report, we were shocked and insulted that COTP hardly mentioned our group, the John Cross proposal. I, myself, believe they never even surveyed the John Cross proposal. The COTP sponsors obviously did not get the message that we have an active Powerline Committee in Modoc and Klamath Counties and that we have worked together on this proposal and organizing our support, and we have lots of it, as you can see.

A [We have well documented support from all the organizations in Tulelake; the Modoc and Siskiyou County supervisors, the city council of Tulelake and Malin, Oregon, the Chamber of Commerce in Malin and Klamath Falls, Oregon, the Sierra Club, the Isaac Walton League, the Audubon Society, the California and Conservation League, as well as a great many individuals from the community. We consider it an affront that the COTP would ignore the proposal of a community committee that had put so much thought and effort in a proposal that is so widely supported by nearly everyone in Modoc, Siskiyou and Klamath Counties. We wonder if this isn't an indication that they plan to steamroll over all of us, disregarding the National Environmental Policy Act, NEPA, and the California Environmental Quality Act, CEQA. The Supplement, to me, is an attempt to kill part of the opposition so they can

A

See responses to ST-11 C and L-330 H.

ST-16 (continued)

locate the 500-kV wherever they please. The COTP sponsors say it will cost too much to put in an underground crossing -- quoted previously at five million dollars a year ago, and now they say it will be seven million dollars -- so they want to put lines through the farmland to keep from spending so much money. Please don't deny me the opportunity to say something about costs. The COTP sponsors apparently are not aware that from now on the damage on irrigated farmland and prime timberland may have to be paid in perpetuity for as long as the power line remains. The landowner and timber owner can ask for a jury settlement; that is the law. And as everyone who reads the news today, truly isn't very cheap.

So in this particular case, you might very well exceed the five or seven million dollars by the time the California-Oregon Transmission group settle with the people.

B [Next, I believe the COTP ruins the irrigated farmland. For each power line, they should lease the land for the life of the power line as the extra expense the farmer would have because of the power line would make it impossible for me to farm a profitable parcel of land.

C [The COTP claims to be placing the 500-kV line on the safest location by putting it on their preferred route. This is as phony as a three dollar bill because it goes right along an old historic highway. It is the worst possible location to interfere with the flyway of ducks and geese through it, and thus we know we won't bring in the ducks and geese.

I asked Jay Abbott to inform me of any dealing with the farmers in this area and to send me a copy of the correspondence. His reply was that I would have to obtain a power of attorney from every farmer that the committee represents for him to do this. Is that right, Mr. Abbott?

MR. ABBOTT: Not quite, but I did --

D [MR. TSCHIRKY: We feel this is unreasonable because we are a duly organized committee representing our community and speaking with one voice. I say with one voice. We feel the COTP sponsors should not refuse to recognize the Modoc County Powerline Committee and the Klamath Powerline Committee. We want the 500-kV line east of the present line in our area on public land as much as possible. And I say without any reservations that we speak with one voice. And I say, again, with one voice. There

B See response to T-37 I. See also Section 1.1.5 of Volume 1 of the Final EIS/EIR under "Other Mitigation Considered".

C See responses to L-157 I, L-330 F6, and T-33 L.

D COTP proponents and representatives have recognized the Modoc County-Klamath County Powerline Committee (MCKCPC) since its inception. Special efforts have been made to satisfy requests of the MCKCPC for meetings and discussions as part of the public scoping and workshops held for the COTP. Your preference for routing the COTP east of the existing Intertie in your area and on as much public land as possible is noted.

ST-16 (continued)

is no one here to support the California-Oregon Transmission Project except your people, and I say the last thing is, go east, old man to the John Cross proposal. Thank you.

MR. PUGH: Thank you, Paul.

MR. TSCHIRKY: Could I read it and give you a copy?

MR. PUGH: Excuse me, Dan, Paul has got one more letter he's going to read. Go ahead, Paul.

MR. TSCHIRKY: This is from Bernie Agrons, Klamath County House of Representatives; we got it July the 27th, '87.

"Mr. Paul A. Tschirky
Route 1, Box 212
Tulelake, California 96134

Dear Paul:

I will reluctantly be unable to attend the COTP hearing in Newell on August 6th because of an important conflict on that date. I nevertheless want you and the Modoc County, Klamath County Powerline Committee to know of my continuing support for your efforts.

I know that some progress has been made in negotiating a more acceptable route, but understand that the current proposal still falls short.

E [I continue to consider it a matter of first priority that the location of any powerline through that area must be sensitive to the economic and social interests of the landowners, and even if engineering cost considerations must be sacrificed, the people who eventually have to live with the thing should be satisfied that negative effects to them have been minimized.

I would appreciate it if you would convey this message to the powerline agency, and to continue to keep me advised as to the status and any ways in which I might be helpful.

Sincerely, Bernie Z. Agrons, State Representative."

E

See response to ST-27 A.

ST-16 (continued) ST-17

And I will furnish a copy of the report --

MR. PUGH: To the Reporter, please.

Thank you. Okay, Dan. Now it is your turn.

ST-17 MR. BYRNE: My name is Dan Byrne, B-y-r-n-e, Route 2, Box 54D, Tullake.

I am a local farmer and member of the Board of Directors of the Tullake Growers Association. I appreciate this opportunity to address the Supplemental Draft EIS/EIR.

It was refreshing to see that the public comment can and has been recognized in this document by way of the inclusion of the citizen's proposal, also known as the Loveness-Graham Option. From the first scoping meeting and throughout the workshops and the draft hearings and the informal contact with the Project, the single theme we have been given is, "Give us your input and it will be considered." It was less than refreshing to see that the John Cross proposal was ignored. January 6th, 1987 my brother and I, Paul Tschirky, met with Jay Abbott and Cheryl Shields and drove up in the area of the Fayne Ranch and discussed informally where the lines on the Draft EIS/EIR map would lie on the land. We were assured that a formal study of the John Cross proposal would be undertaken by the proponents.

A month or so later, at a meeting in Eddie McAuliffe's shop, Doug Proctor assured us the next step the Project would take was to formally evaluate the John Cross proposal and report back on its feasibility. We were promised no more work would be done on the proposed route until such time as this information was compiled and all options, besides the proposed route, had been exhausted. Please let us know the status of this report and when it will be available.

Finally, it is disturbing that the Project has chosen to leave out a discussion of the environmental consequences of construction along the proposed route, sandwiched between the existing Intertie and the basin floor with respect to any further transmission lines; that is to say if you put the preferred -- go through with the proposed preferred route, that doesn't leave any room for future lines should that become necessary. That is an environmental that needs to be addressed.

A A response was sent to the commentor on September 8, 1987 that summarized the activities completed by the Project Manager this year and the scheduled completion of the Final EIS/EIR.

B The consideration of a potential fourth AC Intertie line through this area was not evaluated through the routing process for the COTP. This is because a fourth AC Intertie line is not being proposed by California or Northwest utilities, nor is it expected that a fourth line would be needed in the future. See also the response to L-295 S.

ST-17 (continued) ST-18

B

I would suggest a major rethinking of that routing in this area is called for. Thank you very much.

MR. PUGH: Thank you, Mr. Byrne.

Next we have Joe Victorine.

ST-18 MR. VICTORINE: I am Joe Victorine, V-i-c-t-o-r-i-n-e, Route 1, Box 221, Tullake, California. I am Master of the Tullake Grange and representing our 82-person membership. We have been involved with the choice of the power line route since the beginning, as several of our members farm land under or near where the line will go. It follows the California-Oregon Transmission Project's preferred route, causing our Grange to vote to support the effort to urge the line to be placed off irrigated farmland. When the John Cross proposal was suggested, it seemed so logical we gave it our support, and we have urged the COTP to give it their consideration, which we certainly thought they would do after the reassurance of Mr. Pugh at the January 5th, 1987 hearing that our suggestions and comments had a real value in the plans of the COTP for the route.

The Modoc County Powerline Committee never opposed the line in itself and always cooperated with the COTP by offering suggestions for a viable solution to the route problem: namely, the John Cross proposal. Evidently their reward for their cooperative was to be totally ignored.

A You can hardly imagine how disappointed and frustrated we felt when we looked over the Supplemental EIS/EIR when it arrived last month to find that the COTP had completely eliminated this viable choice that would keep the power line off farmland; remove the danger and threat to our wildlife, ecology, as well as the economy, health and peace of mind of the residents of the basin.

We can find no evidence that they had ever given the John Cross proposal the consideration of a survey. Having members on the Modoc County Powerline Committee and having worked closely with them, we know the effort that has gone into their presentation of the John Cross proposal -- just to have it brushed aside.

We join the Modoc County Powerline Committee in again urging that the power line be routed to the east on public land and use the John Cross proposal. Thank you.

A

See responses to ST-11 C and L-330 H.

ST-19, ST-20, ST-21

MR. PUGH: Thank you, Mr. Victorine.

Loren Loveness?

ST-19 MR. LOVENESS: My name is Loren Loveness. I reside at H2, 62 Box 21A, Malin, Oregon. The last name is spelled L-o-r-e-n, L-o-v-e-n-e-s-s. I'm a farmer and landowner in the area.

A [Concerning the Supplement EIS/EIR Draft, I appreciate consideration of the Graham-Loveness Option. Now, if you would use the John Cross Option for the rest of this segment, I believe you would have all of the landowners off of your back, at least for the first 20 miles. Some of the things that I kind of noticed when I came in here, the photos we were thumbing through, you had a red line and a yellow line leading in the right direction, and I think the John Cross proposal would be a nice green line over there. And from one of the previous speakers, I don't know, I haven't heard what it would figure it was going to cost you per month while you are held up with a court injunction as far as the cost of this John Cross proposal. I think that's all I had to say. Thank you.

MR. PUGH: Thank you, Mr. Loveness.

Next is Harry -- I don't do very good with names today. Harry Halousek?

ST-20 MR. HALOUSEK: My name is Harry Halousek. I live at Route 1, Box 246B, Tulalake.

MR. PUGH: Could you spell the name for the Reporter?

MR. HALOUSEK: H-a-l-o-u-s-e-k.

A [I came in late and I didn't get to take a look at the maps, but I've heard that the preferred route goes just west of the house and across some of the farm ground that my brother and I farm. And I think the only thing that I have to say is that I support the John Cross proposal and I am not -- what limited amount of money that I do have, that I will fight the preferred route. So I think you could just add that to the cost of your preferred route.

MR. PUGH: Mavis McCormic.

ST-21 MS. MCCORMIC: I think this is too high. All right. Thank you.

A Comment noted.

A See responses to ST-11 C, L-330 G, and L-330 H.

ST-21 (continued), ST-22

I'm Mavis McCormic, Post Office Box 236, Keno, 97627, and you spell McCormic, M-c-C-o-r-m-i-c. And I am a little out of my neighborhood, but I am a member of the original review committee, as Bill Graham is, and I am not speaking for the review committee, but I thought I would like to remind the people here in California in case they have forgotten that we are still studying the Project up there, and that we were told by the Oregon Department of Energy when we organized this over a year ago that we could make a difference; in other words, that our recommendations to the Governor of Oregon could conceivably have some effect.

As I come to more and more of these meetings, I wonder more about that, but I did want to mention it so that the people down here can watch for the Oregon news in case we come up with something this fall.

A [The other thing I want to say is that I do support the Graham-Loveness Option. I've been out there. I was given a tour, and I think that's far superior. And then I have one more thing I wanted to say. That is that when I've gone to meetings on energy matters throughout the region, I find the experts always say, "When the third Intertie is built, and not if." Thank you.

MR. PUGH: Thank you, Ms. McCormic.

The next speaker is Nancy Roeder.

ST-22 MS. ROEDER: My name is Nancy Roeder, R-o-e-d-e-r, 5827 Valley Court, Klamath Falls, Oregon, 97603.

I've been studying energy for quite awhile, opposing the PP&L rate hikes in Salem, Oregon. I was attending the first one of these transmission line meetings in the basement of the Wynema Hotel, and a statement was made at that meeting and someone asked one of the experts, they said, "Do you think it will go through prime farmland?", and the expert said, "No, if possible, we can go another route." Now, those aren't the exact words, but that's what it meant.

A [I am a friend of Ruby and Paul Tschirky and I just wanted to make this statement: The prime farmland that is in question in both Oregon and Northern California needs to be considered and studied in a way to be fair and equitable to the farmers. It would make the farmers very happy for COTP to accept the John Cross Alternative.

Why can't the powers that be give a little and make

A Your support for the John Cross Alternative is noted. See responses to L-330 G and L-330 H.

A Your support for the Loveness-Graham route option is noted. It has been incorporated into the Project preferred route.

ST-22 (continued), ST-23, ST-24

A [the farmers happy and satisfied by cooperating with the farmers' wishes in regard to the siting of the 500-kV power line. Environmental concerns, in my estimation, should be addressed as a number one issue. Keeping the transmission line off the prime farmland is a must. Thank you.

MR. PUGH: Thank you, Ms. Roeder.

That is all on the list who have signed up to speak. So we will now open it for anyone who desires to speak. Yes, sir? Again would you make sure we get your full name and address, please.

A [ST-23 MR. COULSON: My name is John Coulson, C-o-u-l-s-o-n, Route 2, Box 38, Tulalake, California. I am member of the Modoc County Board of Supervisors. The Board of Supervisors of Modoc County are on record in support of the local committee's proposal. We are adamantly opposed to the route crossing farmlands. We support and demand a thorough study of the John Cross proposal. And that's the position of the Board of Supervisors.

MR. PUGH: Thank you, Mr. Coulson.

Yes, sir, in the back?

ST-24 MR. KLASSEN: My name is Howard Klassen, K-l-a-s-s-e-n. I reside at Route 2, Box 54B, Tulalake, California. I represent the Modoc County Farm Bureau; am a landowner in the Copic Bay area and a business man in this area.

A [When I went to school, there was a statement on the wall that stuck with me for a whole long time. And as a wage earner you might not think this statement to be too critical; as a manager you might think it is something different. And that statement is, "Why is there time to do a job over again, but never enough time to do the job right the first time?" You are going to have to come up with one more Supplemental EIS/EIR; have one more hearing which isn't going to make your bosses very happy. As a member of the Modoc County Farm Bureau Board of Directors with the support of the Modoc County Farm Bureau, the support of the California Farm Bureau, and the support of the American Farm Bureau, we definitely support the John Cross proposal and will back the Modoc County Powerline Committee whenever possible and whenever needed. Thank you.

MR. PUGH: Thank you, Mr. Klassen.

A Comment noted. See also responses to ST-11 C and L-330 H.

A Your support for the John Cross proposal is noted. See response to L-330 H.

ST-25

ST-25 MS. RECHTIN: My name is Julie Rechtin, R-e-c-h-t-i-n. My address is Lava Bed National Monument, Box 865, Tulelake, California, 96134. I do not speak for the park in any way. I'm speaking as a private citizen.

First, I was a bit perturbed that problems with the original draft were not addressed in the Supplement. Most of my comments referred to the North 2A option that folks here are not addressing.

A [I did have some general comments on the Draft that I hoped would be addressed if the Supplement came out. And I actually was called by Envirosphere on some of these. For instance, many of your maps are not correct at all. You didn't even put in the Medicine Lake Quadrangle into the original Draft which showed how much analysis you put into the preferred alternative through the South Highlands. And the map that's in the Supplement is not much better. The land use maps included mismarked land along the Black Mountain Tenesta Road where plantations were marked as juniper. And a lot of money was put into those plantations; I can't tell you exactly how many acres would be effected; neither did you.

B [

I am not sure if your new routing includes the correct information due to the way that the route was written up in there. There was no new map or anything to show the corrections to those problems.

C [The route through the Highlands are not analyzed in conjunction with the Shasta Trinity Forest Plan or the Modoc Plan. The Modoc Plan is not out yet, but timber harvest schedules are available. There are a lot of clear-cuts which are proposed in both those plans and harvest schedules, and you are talking about taking out a swath of timber in order to make your snag recruitment level and you are going to top productive trees. This is going to go over really well in the National Forest.

D [Some general comments that I addressed in my original letters considering the Draft, we asked that an eastern route be considered that would run to the east of the present lines, the entire length of your proposal. And a small comment was put at the same place where you folks said that you were considering the John Cross proposal that also said that an eastern route was being considered, but they aren't because the eastern routes have been given even less attention that the John Cross proposal, simply because you seem to feel that it is a bit too expensive to make a crossover. And I will admit that I was not aware of the

A The Medicine Lake quadrangle map was inadvertently left out of the Draft EIS/EIR. Resources around the South Highlands are shown on maps in Volume 1 and 4A of the Draft EIS/EIR. The Medicine Lake quad map can be found in Section 1.2.2. of Volume 1 of this Final EIS/EIR.

B These plantations were mismarked as logged areas. These plantations were added to the comparison table and text for prime timber for supplemental route segments North 2A and N-10M2(A1). See Volume 1, Section 2.3 of this Final EIS/EIR

C The Shasta-Trinity and Modoc Forest Plans have not yet been released as final documents for public use. However, the USFS staff has informed the Project staff of the location of planned timber harvest and/or sale areas. The route options in the Supplement to the Draft EIS/EIR reflect a joint effort between the lead agencies and the U. S. Forest Service to coordinate plans for these areas whenever possible.

D The John Cross Alternative is discussed in the Draft EIS/EIR and the Final EIS/EIR. See response to L-330 H. Crossovers were determined not feasible because of reliability issues in addition to economics. Crossovers were discussed in Volume 2A of the Draft EIS/EIR, Phase II Routing Investigations Report, Section 2.4-4. See also response to T-69 F.

ST-25 (continued)

exact location of the back scatter at the time I wrote my original letters, and now understand that a line cannot run between the back scatter and your current lines, and so therefore an eastern route would have to go completely east of Clear Lake and cut east of the back scatter by the appropriate mileage, be it three to five miles, whatever they feel they seem to need in order to avoid interference, and then cut through possibly -- well it would have to go south of Timber Mountain by quite a bit and possibly south and down through White Horse, et cetera. So you are talking about a route that definitely requires some pretty detailed analysis, because it would be so different than anything that you folks have considered and it was simply passed off due to the cost of the crossovers. I am not quite so sure that that's right.

You also didn't analyze the option of having all three lines run together well enough; you simply said that the reliability was a problem. However, if reliability is such a major issue with you folks, I think that it behooves you to consider that conservation alternative that California would provide and awful lot more reliable than running another line down from Oregon, especially if you did something which you did not do in your Draft, which is to apply the cost of the transmission line to the conservation programs, the amount of conservation which is, oh, projected in the Draft, is basically based on what would be economically feasible given the rate structure and so forth in California at that time. However, there wasn't an analysis of what would happen if all these millions of dollars were put into conservation programs. I also believe that a California power generation project would be more reliable because you wouldn't have to worry about the lines. As someone who has fought fires underneath your current existing lines, and held a line underneath those power lines for over a day, it was not a nice experience. I don't believe that the Forest Service would want to be fighting a fire along two lines at once, which would be quite possible.

I have been in this area for over ten years. There have been a lot of fires, twin fires, et cetera which have run down through the area which you are considering having two lines running together. Those fires go straight north and south. They run right down there through the sagebrush where you are going to have a fire and where you are going to be fighting two lines. The wind shifts a lot, especially under thunderstorms.

As far as the economic analysis goes, you stated that

E See response to ST-25 D.

F See response to L-177 A.

G The alternative of conservation has been considered in Section 2.3, Volume 1, and in Section 10.3.3 of Appendix A, Volume 3A of the Draft EIS/EIR. See response to L-3 S.

H It is true that if equally reliable generation near California load centers was a cost-effective and available alternative, then the reliability of the system would be improved. The Project is, however, cost-effective as an alternative to available generation and conservation. For a discussion of alternatives considered, see Section 10 of Appendix B, Volume 3A of the Draft EIS/EIR.

I The Draft EIS/EIR analysis incorporates a weak OPEC scenario in half of the oil price scenarios. For a discussion of alternative oil price assumptions and relevance of current prices, see responses to L-306 C3 and L-307 Y.

The Draft EIS/EIR considered zero, limited, moderate, and full capacity credit scenarios. For a discussion of probable availability of capacity, see responses to L-306 D1, L-306 E1, and L-306 F1.

ST-25 (continued)

I if you had a weak OPEC, which we currently have, and small firm power sales, that your benefit to cost ratio would go below zero, and I think you ought to consider that is a very good possibility that that will happen.

J For specific comments on your North 2A, North 2 routing option, first I'd like to point out that your North 2A, North 10Alt5(A1), and the North 10M2(A1) are all shown on your maps as being completely in big game habitat, however, the zone is not totaled out that way for your deer range number or for your mileage, and I'm not quite sure where you are getting your figures from if they are all within a habitat zone. The cumulative impact of two sets of lines through a major deer migration and winter range area is not adequately addressed. I know that some folks here to hunt X1, and I think it's going to have a major effect on the deer in that area.

K And lastly, you are proposing something new in your Supplement called a "fuel reduction program" which is now why you are considering the line out of the South Highlands and putting it closer to the existing lines. I definitely approve of taking the line out of the South Highlands, but I wonder what this fuel reduction is going to entail. I want to know what the fuel loading is going to be; I want to know how many miles of this is going to be required; I want to know what the cost will be. I want to know who will pay for it. I want to know what the effect on the big game concentration reproduction area between the two sets of lines is going to be. I want to know what the effect is on the sensitive plants that you have mentioned is going to be, other than you say that in the analysis that the lines will cross through it, but you don't say whether or not the plants are effected by this kind of disturbance and what the disturbance will be. I am pleased that you have taken the route out of the Highlands. I am not pleased that you are planning the line at all. You will receive written comments from me. Hopefully I can get a few answers to some of these questions. I wanted to speak at the meeting, though, because I feel that a lot of these folks here are concerned with their particular area, and that I might get some help from the rest of you folks in thinking about an area that is just to the south of you; that you might visit on occasion; that maybe is economically on the periphery for you, but is still someplace that you have probably been. I don't think a lot of folks realize how close the preferred route is to the Black Mountain Tenesta Road and the Powder Hill Road and the scenic effect that the preferred route would have. I'm not sure how many folks realize exactly what the environmental effects would be of

J See response to SL-107 G. These route segments do not pass through major deer concentration areas.

K See responses to L-295 A and SL-101 C. See also Section 2.3 of Volume 1 of this Final EIS/EIR.

L Comment noted.

ST-25 (continued), ST-26

even your new North 2 route. Thank you.

MR. PUGH: Thank you, Ms. Rehtin.

Is there anyone else?

ST-26 MR. BYRNE: My name is Michael Byrne, and I reside at Route 1, Box 246AA, Tulelake. My last name is spelled B-y-r-n-e. I'm President of the Modoc County Cattlemen's Association and also the President of the Lava Bed Resource Conservation District.

A

The John Cross proposal was not addressed in the Draft EIS/EIR and was again ignored in the Supplement. Public input at the last hearing concerning the John Cross proposal was not addressed and therefore another supplement should be written to address their comments, namely to study the John Cross proposal. The finals cannot be valid if all the elements of the John Cross proposal have not been environmentally evaluated and the public has been allowed to see and comment on these elements.

A

See responses to ST-11 C and L-330 H.

B

The comments on the Loveness-Graham Alternative on the other hand seemed to have been well received, and if a sufficiently detailed map was available to correctly determine the proposed placement of the line, an endorsement of the northern, that is north of the Oregon line, Loveness-Graham Alternative, would in almost certainty be given. Thank you.

B

Comment noted.

MR. PUGH: Thank you, Mr. Byrne.

Anyone else wishes to speak tonight? If not, we want to thank you all for coming. We will close the hearing at this time. If you have written statements, please turn them in to the Reporter. If you desire to make further written comments, the period is open until August 17th, 1987. We would be pleased to receive your comments. Other than that, the meeting will be adjourned.

Again, as I said, the staff will be available to answer questions for you and work with you at the maps.

(Whereupon the hearing adjourned at 9:30 P.M.)

--o0o--

REPORTER'S CERTIFICATE

STATE OF CALIFORNIA)
) ss.
COUNTY OF SACRAMENTO)

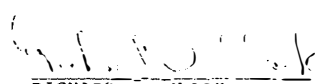
I, RICHARD S. CLARK, certify that I was the official court reporter for the proceedings named herein, and that as such reporter I reported in verbatim shorthand writing those proceedings; that I thereafter caused my shorthand writing to be reduced to typewriting, and the pages numbered 1 through 47 herein constitute a complete, true and correct record of the proceedings:

PRESIDING OFFICER: ARCHER PUGH

CAUSE: CALIFORNIA/OREGON TRANSMISSION LINES

DATE OF PROCEEDINGS: AUGUST 5, 1987.

IN WITNESS WHEREOF, I have subscribed this certificate at Sacramento, California, on this 14th day of August, 1987.



RICHARD S. CLARK

B. Z. BERNIE AGRONS
KLAMATH COUNTY
DISTRICT 53

ST-27



HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310-1347

REPLY TO ADDRESS INDICATED
☐ House of Representatives
Salem, Oregon 97310-1347
☒ 1401 Pine Grove Road
Klamath Falls, Oregon 97603
☐ P.O. Box 1933
Klamath Falls, Oregon 97601

July 27, 1987

Mr. Paul A. Tschirky
Route 1, Box 212
Tulelake, CA 96134

Dear Paul:

I will reluctantly be unable to attend the COTP hearing in Newell on August 6th because of an important conflict on that date. I nevertheless want you and the MKCPLC to know of my continuing support for your efforts.

I know that some progress has been made in negotiating a more acceptable route, but understand that the current proposal still falls short.

A I continue to consider it a matter of first priority that the location of any powerline through that area must be sensitive to the economic and social interests of the landowners, and even if engineering cost considerations must be sacrificed, the people who eventually have to live with the thing should be satisfied that negative effects to them have been minimized.

I would appreciate it if you would convey this message to the powerline agency, and continue to keep me advised as to the status and any ways in which I might be helpful.

Sincerely,

Bernie Agrons

B. Z. Agrons
State Representative

bza/hs

cc: Bill Graham
John Savage

A Comment noted. COTP planners and consultants have actively sought input from the public regarding the location and potential impacts of the COTP. Engineering cost considerations have been weighed against environmental and social considerations. Potential impacts identified through the evaluation of the 1,500-foot-wide routes will be minimized through adjustments within the route and site-specific mitigation, including compensation for the use of the ultimate 200-foot-wide easement for the COTP.

ORIGINAL

TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

and

WESTERN AREA POWER ADMINISTRATION

---oOo---

In Re:)
)
Supplement to the Draft)
Environmental Impact Statement/)
Environmental Impact Report)
for the California-Oregon)
Transmission Project.)

---oOo---

PUBLIC HEARING

Held at Tracy Community Center
Tracy, California

---oOo---

THURSDAY, AUGUST 6, 1987

Reported by: CHERY KYLE, CSR No. 7014

CAPITOL REPORTERS

DEPOSITION & GENERAL COURT REPORTERS

820 ALHAMBRA BLVD SACRAMENTO CA 95816

(916) 445-2757

ST-28, ST-29

A reference to specific pages or sections would be helpful. Commentors should explain the basis for their comments, and whenever possible, should submit data or references in support of the comments.

Both TANC and Western will evaluate the comments received here and will respond to all the environmental issues raised. The responses will be provided in the Final EIS/EIR either in the form of a revision to the text or as a separate written response.

The reporter will record the words that are spoken here and type a transcript so that the comments can be properly evaluated and a written response prepared for the final environmental document. In addition to, or instead of, making an oral comment today, you may fill out a comment form and leave it with us during the hearing, or you may still comment in writing until the end of the comment period, August 17, 1987.

Please remember that the reporter can only take notes on one speaker at a time and can only record what is said clearly. Before presenting your comments, please give us your name, the spelling and your complete address for the record.

If you are reading from a prepared statement, please give it to the reporter after you have made your presentation to assist the reporter in documenting your testimony. The reporter will mail the statement to you if your address is written legibly at the top of the statement.

We have four people signed up here to give testimony. I'd like to call them in the order that they signed up and then after we run through those, I'll open it up to anyone else that would care to come forward and make comments for the record.

I'd like to ask that you use the microphone here for purposes of the recording and please step forward when I call on you.

The first name I have is T.V. Halsey.

ST-28 MR. HALSEY: No comment.

MR. FEIDER: Okay. The second person is

Robert Dal Porto.

ST-29 MR. DAL PORTO: For the record, my name is Robert A. Dal Porto. My business address is Route 2 Box 234, Oakley, California 94561. Phone number 415-684-2025; and I speak representing the Dal Porto Properties located in Hotchkiss Tract.

A I realize that you are the sounding board and the receiver for comments such as these, but the Supplemental EIR and Proposed S-I rerouting through Hotchkiss Tract is extremely more detrimental and impacts

Because they are similar in nature to the opening remarks at the August 4, 1987 hearing on the Supplement to the Draft EIS/EIR, the opening remarks from the Tracy hearing are not reproduced here.

A

Comment noted. A clarification of the impacts to local property by this routing option is presented in Section 2.4 of Volume 1 of this Final EIS/EIR. Adjustments can be made within the 1,500-foot-wide route to reduce impacts to individual properties.

ST-29 (continued), ST-30

A our properties much more greatly than the original route. During the original route, we were only cut through one of our properties, but now by putting the jogs in and the larger towers, you've managed to impact all three of them, and I just don't think that's quite fair.

The comment in the EIR Supplement says that you missed four small pieces of property by doing this, but it doesn't say that you impacted three larger pieces of property by doing it, and that's the comment that I would like to register and have you reconsider.

B The new routing is going to cut through a 1,600 home subdivision on our property that's presently in the planning stage being considered by the Bethel Island area Pacific Plan. As it goes south from our properties, it cuts through a 1,200 home lagoon subdivision which already has its share of towers as we have our share of towers and that is also in the tentative map stage whereby it's in the schematic.

As it goes on across Dutch Slough and proceeds south, it manages to cut into the proposed project right through Veale Tract, and we have brought this out at the earlier hearings and have not had any comment or any negligible written material in EIR and EIS through this environmentally sensitive area.

We can't even build a small shed in our area without having to screen it or buffer it and yet it seems that we can come through with a path -- tower path realizing that it is going to benefit a lot of people, but it doesn't benefit me, and it seems like there are different rules for that situation.

C I respectfully request that you take a closer look at this area as it leads in Reclamation District 799 Pumping Station which I understand the jogs were made so that you might miss that and see if we can't get this thing completely out of our area somewhere.

And that's all I have to say.

MR. FEIDER: Thank you, Mr. Dal Porto.

Next person is Constance Brady.

ST-30 MS. BRADY: Good evening, my name is Constance Brady. I reside at 2690 Taylor Road on Bethel Island, Island Area Code 94511. Telephone 415-684-3362.

I serve as Chair of the coalition, PROPP, Positive Resolution of Powerline Problems. We appreciate this opportunity to comment on the Supplement to the Draft EIS/EIR for the California-Oregon Transmission Project.

Our organization's steering committee represents a diversity of interests and municipalities located in what the Draft EIS/EIR refers to as the "Southern Section."

The committee is comprised of representatives from:

B Comment noted.

C Comment noted. The transmission line can be sited to avoid the Reclamation District 799 Pumping Station.

ST-30 (continued)

Reclamation District 799; Reclamation District 2065; Bethel Island Municipal Improvement District; City of Brentwood; Byron School District; Discovery Bay Builders and Discovery Bay Design and Environmental Review Committee; Byron Chamber of Commerce; Bethel Island Chamber of Commerce; Bethel Island Golf Course; Byron Sanitary District; Bethel Island Area Association; Knightsen Community Council; Calliente Isle Yacht Club; Jersey Island Company; large landowners and ranchers; also many small ranchers and farmers.

I want to comment before I start my statement that, again, I feel that an adequate notice of this meeting was not prepared. There was one advertisement in the Antioch Ledger which showed the nearest town as Tracy and Stockton. And this was not, as I pointed out in our earlier comment, a local paper. We have the Brentwood News. We have the Bethel Island Beacon, and Oakley Gazette, and we have the Discovery Bay Soundings; and the ad was in none of those papers so again I feel this wasn't adequately noticed.

Our area is a unique recreational and agricultural community. It is considered the gateway to the California Sacramento-San Joaquin Delta where visitors from all over the state come to enjoy water skiing, house boating, power boating, fishing, windsurfing, and hunting in the Delta's 1,200 miles of waterways.

The California Environmental Quality Act has designated the Sacramento-San Joaquin Delta as an area of critical environmental sensitivity in Section 15206 where it speaks of projects of statewide, regional or areawide significance.

The new route, South 1, proposed in the supplement is not any better, in fact is worse in many ways, than the preferred route discussed in the Draft EIR/EIS.

One, the first and most important objection we have to this and any other transmission line in our area is that the COTP Project overall is not cost effective. Our energy expert's analysis of COTP's faulty economic basis was presented in our comments on the Draft EIS/EIR.

We want to continue to go on record with our opposition to the project's economics. We are not alone in our stand.

The Public Staff Division of the California Public Utilities Commission agreed with us in their recent comments of July 31, 1987 on "Excess electrical generating capacity."

The PSD report stated on page 2, "Utilities have added a great deal of expensive capacity in recent years and are proposing to add more. For example, they are

Comment noted. The lead agencies responded to the commentor by letter of August 28, 1987 with evidence of placement of newspaper display ads regarding the hearing in the Brentwood News and the Bethel Island Beacon.

See response to SL-123 A.

See response to SL-123 B.

See response to SL-123 C.

ST-30 (continued)

D proposing new transmission lines that will be used to purchase power at a fraction below their avoided costs. The savings from this small discount will not even cover the cost of the line. Moreover, the lines are not needed to keep the lights on because we are in an excess supply situation."

E The City of Antioch also joined us in objecting to the costs involved and the overall public need for the COTP. The city council unanimously passed a resolution on June 9, 1987 calling for "careful reconsideration of the project as it relates to the overall public need."

F Two, the supplement is contradictory within itself. In the section on the South 1 option, it states on page 4.1-6 that the option is "slightly longer in length than the preferred route." While only two pages earlier it stated, "South 1 is shorter."

G You can't have it both ways. It looks longer on the map, but this kind of sloppy work does not give the public much confidence in the projects engineering expertise.

H Three, the supplement did not respond to routing problems brought forth in PROPP's Comments in the Draft EIS/EIR. Despite the fact that CEQA designates the Delta as an area of special environmental concern and of significant importance to the state, the supplement did not take into account the detrimental effects of the transmission lines on this recreation area of statewide importance.

I The only two criteria for recreational importance in the supplement were scenic highways and wild rivers. These are not found in our area and therefore the supplement ignored the visual impacts in this sensitive area. I urge you to read again our comments on the Draft EIS/EIR and reconsider the project in light of the Delta's importance as recreational resource for the entire state of California.

J The proposed South 1 option would cause more visual harm to the Delta area because it requires three more taller angle towers.

I Further harm to the recreational environment would be caused by the South 1 option as it crosses over Veal Farms, an established pheasant hunting club.

J Four, the South 1 route proposed in the supplement does not offer any solution to a major problem in Reclamation District 799. In our comments on the Draft EIS/EIR and in oral testimony given at public hearings, the matter of the Reclamation District's Pump Station was raised as a serious concern. Both the preferred route and South 1 run directly over the Pump Station. The station

E See response to SL-123 D. The City of Antioch comments on the Supplement to the Draft EIS/EIR are presented in SL-81.

F See response to SL-123 E.

G See response to SL-123 F.

H See response to SL-123 G.

I See response to L-309 L1.

J See response to L-267 A.

ST-30 (continued), ST-31

J cannot be located under a transmission line according to COTP's own engineering guidelines.

If the pump station has to be moved out from under the lines, the entire drainage system for Reclamation District 799 will have to be rerouted. The cost of condemning residential property and rebuilding the pump station, as well as revamping the entire drainage canal system of the tract will be very expensive.

K Five, we would also like to go on record opposing the proposed transmission lines as a potential health hazard. A recent article in the Wall Street Journal, July 16, 1987, shed new light on the suspected links between electromagnetism and cancer.

The Wall Street Journal is not a sensation-mongering newspaper. Its article pointed out that even the utility-funded research group, Electric Power Research Institute, is beginning to worry about the implications of such hazards. The institute is planning a \$2.5 million research program now after reputable scientists have sounded a warning.

We do not want to be guinea pigs for a research project. New York State officials are not waiting for more research, but are reevaluating proposed power transmission lines. Utilities in Florida and in Texas are facing lawsuits from school districts fearful of potential harmful health effects from proposed power lines.

L We urge you to reread our comments submitted on the Draft EIS/EIR and prepare another supplement which will fully explore the valid concerns raised by PROPP. Moving the proposed lines a few feet in one direction or another is not an adequate solution.

MR. FEIDER: Thank you, Ms. Brady.

Our next speaker is Ben Burroughs.

ST-31 MR. BURROUGHS: My name is Ben Burroughs. My address is 1830 Salisbury Drive, Fairfield, California 94533.

I represent the Jersey Island Company. Rather than addressing any of the specific options that are mentioned in the change to the Draft EIS, I'd like to make just a couple of general comments.

A One is that I find it interesting that those people that are reviewing the comments on the Draft and on the Supplement to the Draft are the same people who have an interest in making sure that the project goes through. If the project does not go through, they will be seeking employment elsewhere; therefore, it is to their advantage to make sure that the project does go through. I submit that the environmental alternatives don't really make a lot of

K See responses to L-330 F3 and SL-51 A. See also Section 1.2.3 of Volume 1 of this Final EIS/EIR for further discussion on health effects.

L Comment noted. See responses to L-309 A through L-309 L3.

A See responses to L-203 B and L-330 D.

ST-32 ST-33, ST-34, ST-35, ST-36

A difference when you're in that kind of a situation.

The other thing I would like to say is it appears from the brief review I've had of the alternatives that power talks and small people don't, I guess is the way to put it.

The Hearst Corporation apparently does not care for the proposed route and is supporting a change in the route that will take it out of its area, and I submit to you that the combined assets of the Hearst Corporation considerably exceeds the assets of all the people that are impacted in the three other change routes combined.

B Those assets apparently give it a greater, shall we say, influence on the proposed routes regardless of the fact that it represents far fewer people than any of the other -- the change in the Hearst area would impact far fewer people than it would in any of the other change areas.

I don't believe that the stated motivations for this project are valid. I think that we are getting a snow job. That's the end of my comment.

MR. FEIDER: Thank you, Mr. Burroughs.

Next speaker is Daniel Miller, Box 860, Bethel Island.

ST-32 MR. MILLER: I have no further comments, sir.

MR. FEIDER: Okay, thank you.

Is there anyone else that would like to make comments for the record this evening?

PUBLIC INPUT: Could people say that they agree with the previous speakers?

MR. FEIDER: If you would care to do that on the record, you just merely need to give your name and address and do so for the record if that's what you would like to do.

ST-33 MS. THRESH: My name is Christine Thresh. My address is 364 Park Lane, Bethel Island 94511.

And I agree with the previous speakers.

MR. FEIDER: Anyone else? Yes, ma'am.

A ST-34 MS. BROWN: I would like to so state also. Nancy Brown, 12670 Dianne Drive, Los Altos 94022.

MR. FEIDER: Yes, ma'am.

A ST-35 MS. SIPES: I would like to so state also. Anna Sipes, 4385 Willow Road, Bethel Island 94511.

MR. FEIDER: Yes, sir.

A ST-36 MR. HALSEY: I would like to so state also. T.V. Halsey, Reclamation District 830, Jersey Island, Star Route, Stockton, California 95209.

MR. FEIDER: Thank you. Anyone else care to make any comments for the record tonight?

If not, we'll close the formal hearing, and as I

B The assets of any individual or organization were not a consideration in the routing of the COTP. Numerous routes were suggested by organizations and individuals through the routing process for the COTP that were subsequently investigated and, if the route represented an alternative substantially different or with a number of apparent advantages over other routes, then that suggestion was carried forward into the latter phase of the route evaluation process. The route suggested by the Hearst Corporation is one of these suggestions.

A Comment noted.

A Comment noted.

A Comment noted.

A Comment noted.

said before, staff will be around to answer any questions, work with maps, or provide any information that you might need.

Thank you for coming.

(Whereupon public hearing adjourned at 8:10 P.M.)

REPORTER'S CERTIFICATE

STATE OF CALIFORNIA)
) ss.
COUNTY OF SACRAMENTO)

I, CHERYL L. KYLE, certify that

I was the official court reporter for the proceedings
named herein, and that as such reporter I reported in
verbatim shorthand writing those proceedings; that I
thereafter caused my shorthand writing to be reduced to
typewriting, and the pages numbered 1 through 23
herein constitute a complete, true and correct record of
the proceedings:


PRESIDING OFFICER: JIM FEIDER

JURISDICTION: TRACY

CAUSE: CALIFORNIA/OREGON TRANSMISSION HEARING

DATE OF PROCEEDINGS: THURSDAY, AUGUST 6, 1987

IN WITNESS WHEREOF, I have subscribed this
certificate at Sacramento, California, on this 24 day of
AUGUST, 1987.


(Certifying Reporter)

C.S.R. No. 7014

Tracy 8/6/87

REGISTER TO PRESENT COMMENTS VERBALLY

	NAME, AFFILIATION	ADDRESS, PHONE NO.
1.	J.V. Halsey	
2.	Mr. Dal Porto	
3.	Constance Brady	
4.	Ben Burroughs	
5.	Daniel Miller	
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