

Kuehn, Ginny -KC-7

From: randy kram [rlruger44@uswest.net]
Sent: Sunday, July 08, 2001 5:13 AM
To: comment@bpa.gov
Subject: Powelines through the watershed

RECEIVED BY BPA
PUBLIC INVOLVEMENT
LOG#: **KELT-338**
RECEIPT DATE: **JUL 09 2001**

I believe that the current proposal to run a new line through the watershed east of Maple Valley is the best choice. It impacts the smallest number of homes and will have little impact on the surrounding area. With the lines in the watershed there will also be greater control over the construction and future maintenance. Also, less chance of vandalism due to the fact its in a restricted area. A very good choice to help us with our energy needs.

Thank You
Randal Kram
Covington, WA

Kangley-Echo Lake Transmission Line

Telephone comment by Ginny Kuehn
7/9/01

RECEIVED BY BPA
PUBLIC INVOLVEMENT
LOG#: **KELT-339**
RECEIPT DATE: **JUL 09 2001**

Greg Meeks
360-886-7334

Greg called regarding the Cedar River Watershed. His comment was really a bad idea. A lot of money. He would like a call back to explain the reasoning of this project.

Lou Driessen called Greg Meeks on 7/9/01. He does not want the project. He is against growth and thinks this project would promote growth. He also does not want this project to affect wildlife, including E&M field impacts. He knows that this project would only benefit California and was not concerned about local needs for they have not had a black/brown out. He was all in favor of the No Action Alternative.

Kuehn, Ginny -KC-7

From: Konigsmark, Kenneth D [Kenneth.Konigsmark@PSSBoeing.com]
Sent: Wednesday, July 11, 2001 3:49 PM
To: 'comment@bpa.gov'
Subject: Kangley-Echo Lake Expansion DEIS comments

RECEIVED BY BPA
PUBLIC INVOLVEMENT
Boeing.com] KELT-342
RECEIPT DATE:
JUL 12 2001

Dear Mr. Driessen,

While I can't possibly adequately review all 348 pages of the DEIS, I do wish to comment on what I did read and what I know of the project's intentions.

These comments are submitted as an individual, not representing any organization, and as a resident living nearby in the Preston area. I do work for the Mountains to Sound Greenway Trust and am, thus, very familiar with the area, land use issues, and all of the intense efforts that have gone into helping conserve and protect the project area from inappropriate development and impacts.

I'm concerned immediately when I read the project "purposes" on p. 18. These reflect minimizing any impacts to humans, but do not reflect this same sentiment for impacts to the environment. While it state's "protect environmental quality," what does this mean, and how can this possibly be done with a project that would create a new 150' permanently cleared corridor through what is now valuable forestland? I believe one of your purposes should clearly state: "Minimize all environmental impacts through careful planning and implementation and fully mitigate the impacts of the new corridor."

What do I mean by "mitigate?" It's incumbent on BPA to mitigate the permanent loss of forestland that will occur as a result of your proposed project. 150' x 9 miles = 164 acres of permanently lost forestland through an area that has gone to extensive lengths specifically to preserve and protect long-term forests. In an era of salmon listings, new measures being taken to protect native vegetative cover, and heightened sensitivity to the importance of forests for wildlife habitat, water quality and quantity, recreation, scenic values, air quality and carbon sequestration, and more, it is incumbent on BPA to permanently replace the 164 acres of forest lost to clearing and "development" with an offsetting minimum of 164 acres elsewhere. This should be factored into the project costs and be accomplished via a conservation easement or fee acquisition.

While I'm pleased none of the other alternatives are proposed because of their broader environmental impacts, I'm still not satisfied with the proposal selected. Why is a parallel line necessary? Why can't the new line be added to the existing towers? The environmental "savings" would be huge if this were done, and I suspect the financial savings would be significant as well. I'm certain there are ways to temporarily keep power flowing in the existing line even while attaching a new line to the towers. If the issue is redundancy, it really wouldn't matter if the line were parallel to the existing line or on the same towers; an incident would likely affect them the same way in either case. I strongly urge you to not build a parallel line but to instead locate the new line on existing towers. Not only does this save 164 acres of forest and prevent a widened corridor, it also precludes the costly need for BPA to acquire easements, install towers, etc.

"Danger trees" is another issue of concern. In the "old days" this might have been the way things were done, but cutting down anything that MIGHT have a future impact is not acceptable today. Just as the Watershed is not allowing this approach, BPA must take a similar approach along the entire 9-mile length. An open approach to cutting all danger trees is not acceptable and this must be changed in your approach so that the "stable tree" approach is utilized everywhere.

I must mention that this portion of the I-90 corridor is a National Scenic Byway that merits special scenic and visual impact concern. Once the line crosses to the north face of Taylor Mountain it is within the viewscape of I-90 travelers, who now enjoy a forested basin view. A widened powerline corridor will likely detract from this, which presents another reason for locating the line on existing towers.

NEPA requires BPA to "protect, restore, and enhance the environment." While I didn't read the entire DEIS, I didn't see any measures that accomplish this goal. What I did see was an intent to permanently clear a 9-mile, 150' wide corridor and erect 40 towers plus a new line. Thus, I again emphasize that BPA must develop an appropriate mitigation proposal that offsets the environmental damage occurring via this loss of forestland.

Thank you for the opportunity to comment.

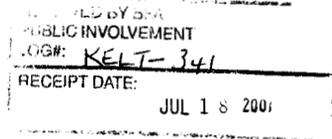
Ken Konigsmark
(425) 957-5094
FAX: (425) 957-5048

(NOTICE: Contents of this message should not be construed as representing any official position of either the Boeing Company or the Mountains to Sound Greenway Trust unless specifically stated as such)

Philip L. Howard
Post Office Box 440
Hobart, WA 98025-0440

July 15, 2001

Mr. Gene Lynard (KECN-4)
Project Environmental Lead
Bonneville Power Administration
Post Office Box 3621
Portland, OR 97208



Dear Mr. Lynard:

Re: Kangley – Echo Lake Transmission Line Project
Specifically impact on the Gray Wolf, Black Bear, Cougar

Thank you for the copy of the Kangley – Echo Lake Transmission Line Project environmental impact study. I found the information quite enlightening and very thorough and informative.

However, as late as July 4, 2001 I have personally observed a Gray Wolf not more than 200 yards east of the present transmission lines where they cross Kerriston Road – whereas you report indicated 'No known to occur in the CRW' and 'Not expected to occur in the project area'. I would have to tell you that where I saw the wolf was pretty damn close to your project area.

Further, I did not see any listing of the Black Bear or Cougar, which also do occur within all the areas listed for your project. What information has been established for these two species?

Aside from these three species of animals I was very pleased with the extensive work done by Bonneville Power Administration, et al.

Cordially,


Philip L. Howard

Cc: Bonneville Power Administration file

Kuehn, Ginny -KC-7

From: dstolsig@juno.com
Sent: Saturday, July 28, 2001 7:39 PM
To: comment@bpa.gov
Subject: Kangley-Echo Lake New Line

RECEIVED BY BPA PUBLIC INVOLVEMENT LOG#: <i>KELT-342</i>
RECEIPT DATE: JUL 30 2001

Re: Online EIS Chapter 2.1.1.5 Access Roads

We would like to suggest that any access road leading to the South (Kangley) end of the project be placed in accordance with Figure 23, page 79, DEIS Kangley Site, Sand and Gravel Operation Proposed Rezone, May 1987. King County Department of Planning and Community Development. (Riverwood Land Co./Stoneway Concrete, Inc.)

To wit: In Section 27, Township 22N, Range 7E, WM; S/2 of NE/4 of SE/4 the new Tower Access Roads are shown to extend from 336th Ave SE (private road) NE along the Grand Coulee - Raver No. 1 & 2 line to a point 100' from our property line (description below), then running North along that 100' setback line to the Tacoma - Grand Coulee Line easement. Using this route, access to the Number 1 tower of the Kangley - Echo Lake Line could be achieved by extending that road Easterly along the North side of our property directly to the new tower and easement, thereby negating crossing our pastures with a new road and achieving the installation of the roads called for in the aforementioned DEIS. This new road would be level from 336th Ave SE to the new tower.

We will be unable to attend the August 1, 2001 Public Meeting at the Maple Valley Community Center, but will be happy to discuss this proposal, on site, with your planners after Aug 7, 2001.

Thank you,

Richard J. and Patricia L. Stolsig
26616 336th Ave. SE
P. O. Box 135
Ravensdale, WA 98051
SE/4 of NE/4 of SE/4, Sec 27, TWP 22 N, R 7 E, WM
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