Appendix I
SEIS Scoping Report

SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT SCOPING REPORT

Gateway West Transmission Line Project

Prepared for:

Bureau of Land Management

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1.0 INTRODUCTION

This report describes the public scoping process for the Gateway West Transmission Line Project (Gateway West or Project) Supplemental Environmental Impact Statement (SEIS). It documents outreach efforts, summarizes the comments received, and identifies any issues raised and suggested alternatives to the proposed action. Comments will be addressed in the Draft SEIS rather than in this summary. The document has been prepared for the public, the decision-maker, and SEIS team members to easily see the common themes in scoping comments, and issues. Issues generated from these comments, as well as issues considered in the 2013 Final Environmental Impact Statement (FEIS) will be used to analyze Project effects in the Draft SEIS. The Draft SEIS will include a table with a brief description of how each comment was handled during development of the Draft SEIS.

The U.S. Department of the Interior, Bureau of Land Management (BLM) conducted scoping initially in 2008. In the summer of 2009, additional routes were added for consideration and the BLM asked for additional comments. The original set of issues developed from these scoping comments are attached as Appendix A. Additional scoping comments submitted for the SEIS, as well as the codes used to group like comments, are grouped by issue and attached as Appendix B. Scoping is an ongoing process, and comments received after the close of the SEIS scoping period (October 24, 2014) will be considered in the SEIS when it is feasible; however, those comments have not been summarized in this report.

1.1 BRIEF PROJECT DESCRIPTION

On May 7, 2007, Idaho Power Company and PacifiCorp (doing business as Rocky Mountain Power), collectively known as the Proponents, applied to the BLM for a right-of-way (ROW) grant to use the National System of Public Lands for portions of the Project. The original application was revised in October 2007, August 2008, May 2009, and January 2010 to reflect changes and refinements in their proposed Project and in response to feedback from the public regarding routing alternatives. The Plan of Development (POD) has been revised several times in response to Project changes and recommendations from BLM, other reviewing agencies, and public comment. The Proponents submitted a revised application for Segments 8 and 9 in August 2014. The BLM will consider this application in accordance with 43 Code of Federal Regulations (CFR) 2800, and decide whether to issue the ROW Grant for one or both of these segments.

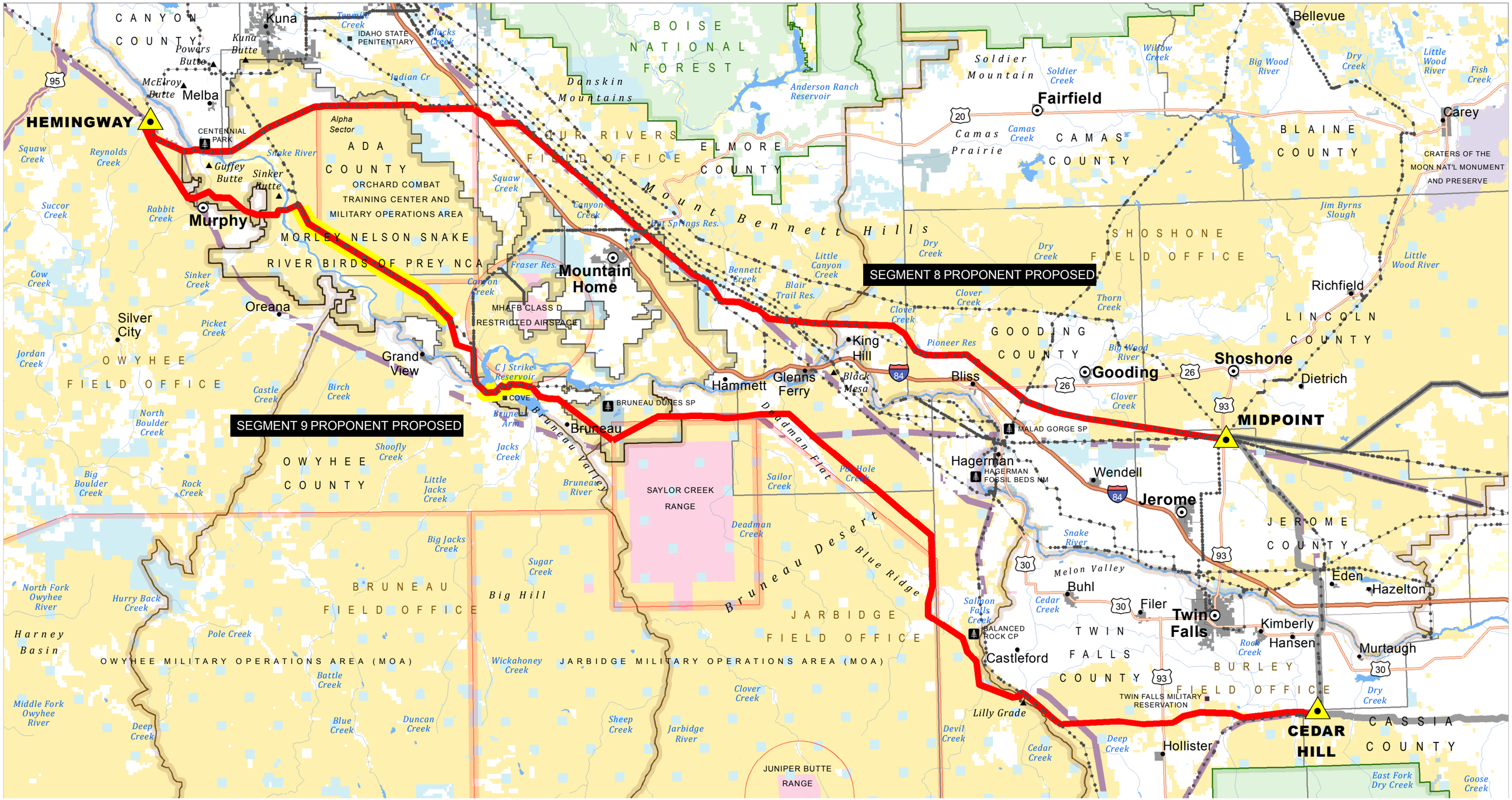
The original Project consisted of rebuilding one 230-kilovolt (kV) line and constructing two new 230-kV lines between Windstar and Aeolus; a 345-kV line to connect the new Anticline Substation to the existing Jim Bridger Substation; and 500-kV system from Windstar to Hemingway, comprising 10 transmission line segments with a total length of approximately 1,103 miles. The Project would extend from the Windstar Substation (located near the Dave Johnston Power Plant in Glenrock, Wyoming) to the Hemingway Substation (located near Melba, Idaho, approximately 20 miles southwest of Boise, Idaho). The eastern route 230-kV line and the 500-kV line between Windstar and Aeolus were dropped prior to the Draft Environmental Impact Statement (DEIS), resulting in a Project with a total length of approximately 1,000 miles.

The BLM published the FEIS for this Project on April 26, 2013, and a Record of Decision (ROD) on November 14, 2013. In that ROD, the BLM deferred offering a ROW grant for 2 of the 10 segments (e.g., Segments 8 and 9) to allow additional time for federal, state, and local permitting agencies to examine additional options regarding routing of these segments as well as mitigation and enhancement measures for these segments.

New information has become available since the publication of the FEIS and ROD regarding Segments 8 and 9. The BLM requested the Boise Resource Advisory Council (RAC) to establish a subcommittee to examine options for resolving siting issues associated with Segments 8 and 9. The RAC subcommittee considered numerous routing, most of which were similar to the routes already considered in the FEIS. They also considered design options not previously studied in detail. The majority of the subcommittee members submitted a set of recommendations to the full RAC. The RAC adopted the majority recommendations and submitted these to the BLM. The Proponents adopted the RAC recommendations and revised their application in August 2014. They also submitted a draft Mitigation and Enhancement Portfolio (MEP) with their application. The MEP contains proposed mitigation and enhancement measures, including compensatory mitigation, and other measures intended to enhance resources and values found in the Morley Nelson Snake River Birds of Prey National Conservation Area (NCA).

Project activities include construction of two 500-kV transmission lines and associated access roads and communication sites. The support structures would generally be steel lattice structures. A portion of Segment 8 would be located 250 feet from an existing 500-kV line, rather than 1,500 feet from this line as proposed in the FEIS. A portion of Segment 9 would involve removal of an existing 138-kV line and construction of a new double-circuit line, with both the 138- and 500-kV lines on new steel pole structures. These design features are included in the Proponents' new application and were not addressed in the 2013 FEIS. These design features and the new information provided in the Proponents' MEP are the main drivers in determining the need to prepare a supplement to the FEIS.

Figure 1 shows the Proponents' revised proposed routes for Segments 8 and 9.



Map Area

0 10
Miles
NAD 1983 UTM Zone 11N (feet)

Project Features
- Proponent Proposed Routes
- 500/138-kV Double Circuit
- Previously Approved ROW

Substation

Other Features
- Existing Transmission Lines (138-kV or greater)
- West Wide Energy Corridor (WWEC)

- Morley Nelson Snake River Birds of Prey NCA
- BLM Field Office
- National Forest
- Military Operating Area
- County
- City Limits

Land Status
- Bureau of Land Management
- National Forest
- National Park Service
- Fish and Wildlife Service
- Bureau of Reclamation
- Military Reservation/Corps of Engineers
- State
- State Wildlife, Park, Recreation or Other
- Private

Gateway West
Transmission Line Project

Figure 1 Segments 8 and 9
Proponent Proposed Routes

Sources | BLM; USFS; ESRI

Gateway_West_SEIS_Proposed Routes Overview scott.flinders 10/1/2014

2.0 SCOPING PROCESS

This section provides a description of the public scoping process, the techniques that were used to notify the public about their opportunity to be involved in scoping, and a brief summary of the public scoping meetings. The scoping comment period began on September 19, 2014, and ended on October 24, 2014.

2.1 SCOPING ANNOUNCEMENTS

Initiation of the EIS process and the public scoping meetings were announced through the *Federal Register,* press releases, and the BLM Idaho Project web site (http://www.blm.gov/id/st/en/prog/nepa_register/gateway-west.html) as described below.

2.1.1 Federal Register

The Gateway West public scoping process began with the publication in the *Federal Register* of BLM's Notice of Intent (NOI) to (1) prepare an SEIS to support BLM's consideration of the Proponents' August 2014 application for a ROW grant to use public lands for portions of the Gateway West Transmission Line Project; and (2) conduct public scoping meetings. The NOI was published on September 19, 2014 (Volume 79, Number 182, pages 56399 to 56401). The NOI is presented in Appendix C-1 and on the Project web site, referenced above).

2.1.2 Scoping Materials

BLM prepared news releases to introduce the Project, announce the scoping period, and publicize the scoping meetings and their respective locations. The news releases were posted on the Wyoming BLM Project web site (see BLM News Releases contained in Appendix C-2). The "Why Are We Here" handout distributed at the scoping meetings is included in Appendix C-3.

2.1.3 Media Releases and Public Service Announcements

Announcements regarding the public scoping meetings and scoping process were issued as news releases to local and regional newspapers, radio stations, and TV stations in Idaho and Wyoming. Legal notices were published in the newspapers of record. **Table 1** shows the newspapers that printed the legal notice.

Table 1. Legal Notices in Newspapers of Record

Publication	Publication Location
The Idaho Statesman	Boise, Idaho
Kuna Melba News	Kuna, Idaho
The Owyhee Avalanche	Murphy, Idaho
Glenns Ferry Gazette	Glenns Ferry, Idaho
Mountain Home News	Mountain Home, Idaho

Flyers with information about public meetings were posted at various public locations in communities where meetings were held. A list of locations is shown in **Table 2**.

Table 2. Meeting Posters Displayed in the Community

Business/Building	Location
Arctic Circle	Kuna, Idaho
Kuna Public Library	Kuna, Idaho
Paul's Market	Kuna, Idaho
U.S. Bank	Kuna, Idaho
U.S. Post Office	Kuna, Idaho
Murphy General Store	Murphy, Idaho
Owyhee County Courthouse	Murphy, Idaho
Owyhee County Historical Museum	Murphy, Idaho
U.S. Post Office	Murphy, Idaho
Cooks Food Town	Gooding, Idaho
Franklin Building Supply	Gooding, Idaho
Gooding City Hall	Gooding, Idaho
Gooding Public Library	Gooding, Idaho
Lupita's Boutique & Tienda	Gooding, Idaho
Main Locke Insurance	Gooding, Idaho
Ridley's Food & Drug	Gooding, Idaho
U.S. Post Office	Gooding, Idaho
Wells Fargo Bank	Gooding, Idaho
Ziggy's Gas & Grub	Bliss, Idaho

2.1.4 Public Scoping Meetings

BLM hosted four public meetings in October 2014 to provide planning and National Environmental Policy Act (NEPA) information to the public and agencies and allow them to identify issues and concerns to BLM. Public scoping and the scoping meetings were publicized on the BLM project web site, and through the local media. As summarized in **Table 3**, a total of 189 members of the public attended the various public meetings.

Table 3. Public Scoping Meeting Dates, Locations, and Attendance

Meeting Date	Meeting Location	Attendance
October 7, 2014	BLM Boise District Office Boise ID	44
October 7, 2014	Kuna Senior Center Kuna, ID	51
October 8, 2014	Gooding Fairgrounds Gooding, ID	9
October 9, 2014	Owyhee County Historical Museum Murphy, ID	85
	Total Attendance	**189**

A scoping packet was provided to all who attended the public meetings and is also available on the BLM's web site (http://www.blm.gov/id/st/en/prog/nepa_register/gateway-west.html).

3.0 COMMENT ANALYSIS

3.1 COMMENT ANALYSIS

The Council on Environmental Quality regulations for implementing NEPA define scoping (CFR 40 §1501.7) as a way to determine the scope of the analysis, significant issues to be analyzed and non-significant issues.

To accomplish this, all comments submitted were reviewed by a team of analysts. The team was instructed to organize comments in the following four categories:

- Purpose and Need for the Project.
- Alternative Development Comments – These are comments that indicate another alternative needs to be reviewed.
- Alternative Description and Mitigation Measures – These comments suggest modifications to already defined alternatives that reduce or avoid potential impacts.
- Effects Analysis – These comments specify concerns over the effects on resources or suggest effects that need to be considered and disclosed.

3.2 PROCESSING COMMENTS

The BLM received the comments reviewed for this report in a variety of ways—written and electronic comments submitted at the scoping meeting, written and electronic comments submitted to the BLM during the scoping period, and electronic comments submitted to the BLM web site. All communications received were saved electronically, stored in the communications management system, and assigned a comment number; available information about the commenter was also captured (e.g., name, address, e-mail). If multiple versions of the same communication were received, the original communication was assigned a NEPA number and added to the communications management system. Although subsequent versions were not added to the database in order to prevent duplication, all contributing commenters were documented and assigned to the original communication.

Once a comment was identified as being one of the types listed above, it was coded to correspond with a category shown in Table 4 (in the next section). Some comments fit into more than one category. The coding structure was established before analysis began, so not all of the codes listed were used. The list of comment codes is included in Appendix B. In total, 74 letters and cards, 36 emails, and 3 phone calls were received. In addition to these comments, applicable public and agency comments from the original NEPA effort were considered (see Appendix A to this report).

3.3 SCOPING COMMENT SUMMARY

A total of 740 individual comments were identified and coded. The major comment categories are presented in **Table 4**. Appendix B to this report includes the list of codes (Appendix B-1) and a table with the coded comments (Appendix B-2).

Table 4. Main Comment Categories

Category (codes)	Number
Comments on the NEPA process and the scope of the analysis (10000, 15000, 18000, 45000, 46000)	34
Comments on the purpose and need (11000)	4
Comments on the proposed action (14000, 47000, 48000)	33
Comments on the relationship to other federal policies, including use of Designated Corridors (12000, 13000)	15
Comments that were considered "out of scope" other than comments on segments 1-7 and 10 (10010)	7
Comments on Tribal consultation and treaty rights (21000)	0
Comments in support of the project and/or the proposed action (16000, 50010, 51010)	154
Comments in opposition to the project (17000)	4
Comments on other routes and general comments on segments 8 and 9 (50000, 50020, 50030, 51000, 51020, 51030)	50
Comments on general environmental issues (22000)	0
Comments on Mitigation, Enhancement, and Monitoring (19000, 20000, 35010 to 35040)	70
Comments on land use and related issues (34000 to 35000)	105
Comments on wildlife, wildlife habitat, and vegetation (27000 to 27040, 28000 to 28080),	94
Comments on scenery and visual resources (23000)	26
Comments on cultural resources and historic trails (24000, 24010)	21
Comments on socioeconomic issues (25000 to 25060, 26000)	56
Comments on agriculture other than economic (37000)	8
Comments on recreation (36000, 36010, 36020)	12
Comments on minerals, soils, paleontological resources (29000, 30000, 32000)	0
Comments on water resources and use ((33000)	6
Comments on air quality, including greenhouse gases (39000)	1
Comments on transportation (38000)	15
Comments on geologic hazards, safety, and electrical environment (31000, 40000, 41000, 42000)	17
Comments on projects effects on the State and Counties (57000, 58000)	5
Comments on cumulative effects (43000)	3
Comments on consultation other than Tribal (44000)	0

4.0 ISSUES IDENTIFIED DURING SCOPING

4.1 NEPA PROCESS

Comments focused on what the SEIS should include and how the SEIS would relate to the FEIS. The State of Idaho and others commented that the NEPA analysis should not be duplicative of the work done in the FEIS and must be limited to new routes developed in the scoping process. Other comments (including from environmental organizations) suggested that a wide range of routes and/or alternatives must be considered in this analysis. Some specifically recommended that all RAC options be considered in the analysis. One organization commented that segmenting the project decision was a violation of NEPA and that all of Segments 8 and 9 must be considered in this analysis. Several people thought one or all of Segments 1 to 7 and 10 should be reconsidered now that the 1,500-foot separation requirement has been revised.

Some comments recommended specific literature or other information that should be used in the analysis. Some stressed the importance of acquiring complete baseline data for the analysis and/or the use of best available science. The need to evaluate the MEP in the SEIS was identified as an important component of the NEPA analysis in many of the comments.

4.2 PURPOSE AND NEED FOR THE PROJECT

Several comments questioned the need for the Project or the need to construct two new lines rather than one. Some landowners suggested there was no need to build new lines and recommended adding the new lines to existing towers.

4.3 PROPOSED ACTION

The majority of comments supported the proposed routes; however, many comments questioned the adequacy of the MEP filed as part of the proposed action. Some comments also questioned the adequacy of the mitigation proposed for areas outside the NCA. The State offered to assist the BLM in developing mitigation and enhancement measures.

Several comments recommended that all of Segment 8 (e.g., from Midpoint to Hemingway) be co-located with an existing line. Some stated that Segment 9 should also follow existing lines. Several comments questioned the need for two separate lines or thought that Segments 8 and 9 were alternatives to each other.

Two environmental organizations requested that the proposed action be tiered to the current Idaho Comprehensive Wildlife Conservation Strategy, a guiding conservation strategy document for western states. In addition, they recommended that any “plan amendments designate Areas of Critical Environmental Concern or otherwise to enhance and increase biological value, visual resource, or other important protections.”

4.4 RELATIONSHIP OF THE SEIS TO OTHER FEDERAL POLICIES

Most comments focused on the need to meet the requirements of the enabling legislation for the NCA (Public Law 103-64). Some comments suggested that additional transmission lines are consistent with the law. One comment cited text in Manual 6220 that created the expectation that new transmission lines would not be permitted in an NCA.

The U.S. Environmental Protection Agency (EPA) noted requirements under the Clean Water Act (refer to Section 4.17 below), and the U.S. Army Corps of Engineers cited wetland mitigation requirements. The National Park Service (NPS) requested that the BLM coordinate on analyzing effects on the Oregon National Historic Trail remnants throughout western Idaho, particularly at

intact segments such as those in Hagerman Fossil Beds National Monument and in the vicinity of Three Island Crossing State Park, as well as on alternatives in the vicinity of Hagerman Fossil Beds National Monument.

4.5 OUT OF SCOPE COMMENTS

Two environmental organizations suggested that the Proponents focus on conservation measures with customers and development of a smart grid. A Melba organization requested being taken off of the Gateway West mailing list. In addition, one organization recommended a cost-benefit analysis be included in the NEPA process. An individual suggested that the all transmission lines be upgraded to 500 kV, recommended using existing rights-of-ways instead of private property, and switching a free market power grid. One environmental organization commented on the South Hills Important Bird Area, which is not crossed by either Segment 8 or 9.

4.6 SUPPORT FOR THE PROJECT AND/OR THE PROPOSED ACTION

This category received the largest number of comments. More than 150 comments expressed support for the Project and/or the proposed routes, noting that the Proponents had adopted the RAC recommended routes. Most comments noted the need to place the lines on public land where possible. Many comments noted that there were already several transmission lines in the NCA and these had not harmed raptors. However, many of these commenters, while supporting the proposed routes, questioned whether the Proponents' MEP was adequate. Several comments expressed disappointment that the Proponents had not adopted the RAC recommendations on the plan of development.

4.7 OPPOSITION TO THE PROJECT

Comments from several environmental organizations and individuals opposed the Project due to the Project's effects on wildlife, scenery, historic trails, and other resources. Many of these comments also mentioned the lack of adequate mitigation, both within the NCA and along the entire Project. One comment opposing the Project cited text in Manual 6220 that created the expectation that new transmission lines would not be permitted in an NCA.

Several comments questioned the need for additional transmission lines, and others were opposed to the Project crossing on or near their private land based on the concern that the project would reduce land values in the area. Visual impacts and health and safety concerns were also noted as issues.

4.8 GENERAL COMMENTS ON SEGMENTS 8 AND 9 AND ON OTHER ROUTES

Several comments generally stated agreement or approval of Segment 8 and/or Segment 9, but did not provide a specific rationale explaining their position on the project. Others had specific comments about particular portions of the new proposed Segments 8 and 9 and/or alternatives for Segments 8 and 9 that were part of the FEIS. These comments are summarized below. If a comment pertained to a specific resource or resource use, it is discussed also under that resource section in this report.

The EPA recommended consistent application of environmental protection measures on both federal and non-federal lands and requested that the SEIS provide updated concerning where the protection measures will apply and on the impacts associated. One commenter suggested using public lands to replace lost farm or private lands from siting of Segments 8 and 9, while another asked about farmers getting a fair price for their land if the line is sited across it.

A letter from two organizations commented that Segment 8 and 9 alternatives (likely referring to the alternatives analyzed in the FEIS) could degrade and fragment large areas of sagebrush ecosystems and other fragile lands. Another commented that greater sage-grouse Priority Habitat should be considered exclusion zones throughout the entire length of the Project. These organizations also raised concerns about impacts to Areas of Critical Environmental Concern. Other comments (including from environmental organizations) suggested that a wide range of routes and/or alternatives must be considered in this analysis. Some specifically recommended that all RAC options be considered in the analysis. Some organizations were concerned about routing Segments 8 and 9 on the NCA and conflicts with other federal policies.

The State of Idaho indicated that the new proposed routes are an improvement over the BLM's preferred alternative in the FEIS. The state supports co-locating Segments 8 and 9 with the existing transmission lines to minimize impacts on agriculture, historic properties, visual resources, and greater sage-grouse. The state also requested full analysis of impacts on several resources if any new alternatives are developed as a result of the SEIS scoping process, particularly any near the Bruneau Dunes State Park or State Endowment Lands and Public Trust Lands.

The NPS expressed concern about portions of the BLM Preferred Alternative from the FEIS in the vicinity of Hagerman Fossil Beds National Monument (see Section 4.16, Recreation). In addition, the NPS expressed concern over placement of Segment 9 between King Hill and the NCA, particularly in regard to the Oregon National Historic Trail. An historic trail organization expressed a concern about impacts to historic trails remnants along Segments 8 and 9 (see section on historic trails).

Many commenters were opposed to the lines being sited on private lands, with many preferring the new proposed Segments 8 and/or 9 over the FEIS Preferred Route for Segment 8. Some landowners were in favor of the avoiding the Kuna area and recommended placing the line south of the Swan Falls area. One landowner opposed Alternative 8C from the FEIS because there would be an additional power line across their land. Several commenters supported all or portions of routes considered in the FEIS to avoid having a new line on or near their property or to avoid impacts to the NCA.

One commenter suggested a new route for Segment 8 that would follow an existing line traveling northwest from Midpoint and following the existing line north of Gooding and King Hill then across federal land to south of Mayfield. Two commenters were opposed to Alternative 9E of the FEIS because of impacts on visual resources and greater sage-grouse, while another was in favor of 9E because it crosses more public land and has fewer impacts to private residences. One commenter specifically opposed any route through the Owyhee foothills and the towns of Oreana, Grandview, and Bruneau.

4.9 MITIGATION, ENHANCEMENT, AND MONITORING

The Idaho Farm Bureau requested that the BLM be directly involved in agreements with landowners regarding mitigation and compensation if impacts to private lands cannot be avoided. Some comments requested that all impacts to private lands be fully compensated for, through levels that are agreed to by the land owners. The NPS suggested that any proposed mitigation be commensurate to the level of project-related impacts on private as well as public lands. One comment suggested that mitigation and enhancement be conducted at the landscape level. Several comments suggested that all mitigation programs be implemented for the life of the Project. Multiple comments stated that the SEIS should demonstrate that the MEP creates a net benefit to the NCA before approval of the right-of-way through this area can be granted. The EPA requested that the SEIS disclose the structure and management of the In-

Lieu-Fee program that would be required to compensate for unavoidable aquatic impacts, as well as justify why an In-Lieu-Fee program would be appropriate mitigation for these impacts. One comment requested that a third-party monitor examine "all actions" taken by the Proponents, including mitigation, and that the Proponents provide some of the funding necessary for this third-party monitor.

Multiple comments stated that the mitigation currently proposed is not adequate to compensate for project-related impacts; including impacts to the resources and values of the NCA. Multiple comments requested that the MEP focus on enhancing raptor populations and habitats, and have less emphasis on non-raptor related issues (e.g., public education or law enforcement). These commenters further requested that the Proponents fully adopt the RAC recommendations regarding the MEP, and suggested that a monitoring and research component be added to the plan.

Owyhee County commented that it is county policy to retain all privately owned land in the tax base, rather than allow it to become public land. Some commenters questioned the applicability of land acquisition as a feasible mitigation option for this project, and requested that the BLM and the Proponents justify its use in the MEP. A few comments questioned the accuracy of the Proponents' claim that the restoration efforts proposed in MEP will have an 80 percent success rate in cheatgrass-dominated areas, and point out that this is in direct conflict with current science and on-the-ground experiences. One comment questioned the effectiveness of perch deterrents as a feasible mitigation option, whereas other commenters requested that the Project include the addition of new perching and nesting structures as mitigation.

One organization requested that the MEP include an effort by the Proponents to come to an agreement with landowners that would change agricultural practices in the area, ultimately resulting in restoration of disturbed private lands. The Golden Eagle Audubon Society made multiple recommendations for additional mitigation measures that they felt should be included in the MEP, such as a "shooting closure" near the transmission line, protection of remnant native habitats, establishment of a restoration fund managed by the Oversight Committee, and the establishment of vegetation monitoring goals and a monitoring plan. One commenter requested that the cost of habitat restoration in the NCA be based on the Habitat Equivalency Analysis found in the FEIS, and not the methods used in the Proponents' recent MEP.

4.10 LAND USE

Over a third of the comments in this category were against the lines being on private land. The general concern for private property was that land/home owners were concerned about visual impact, land-value depreciation, and loss of production land or development potential. Almost all of these commenters supported the routes through the NCA rather than the alternatives that traverse more private land. One comment stated that if private land was taken for the utility lines, public land should be opened up for development as compensation. Only one comment specifically stated that the route should not go through the NCA; citing raptors' and pilots' needs. The Idaho Farm Bureau commented that the County Planning and Zoning Commission is the entity authorized by state law to approve or reject these types of projects and encourages the BLM to honor state law and avoid legal challenges by coordinating with each county official.

Approximately a third of the comments in this category were regarding how the mandate of the NCA would be adhered to if these lines were allowed, including comments citing the legal requirement for the "protection, maintenance, and enhancement of raptor populations and habitats." A number of comments stated that the proposed mitigation was inadequate to offset degradation that would result from the Project and/or that statements made regarding potential impacts within the NCA were incorrect or misleading. A comment, submitted for the National

Audubon Society, Prairie Falcon Society, and Western Watersheds, stated that the ongoing threats to the NCA should be addressed because the proposed action would only increase these impacts and that amendments would "significantly downgrade protection for natural resources." Other comments challenged statements made regarding level of impact and needed mitigation, stating that the Proponents downplayed the impacts and provided an insufficient final mitigation package despite earlier comments.

A few comments were received regarding land-use conflicts for public land other than the NCA. One comment raised concerns about the impact the powerlines would have on Celebration Park, regarding changing the viewshed to an industrial landscape. Another comment specifically stated that the "BLM must fully analyze any impacts to Endowment Lands and Public Trust Lands, including beds of navigable lakes and streams." Another comment stated concerns for how the lines will traverse federal, state, and private lands and how potential conflicts with existing management plans will be addressed.

4.11 WILDLIFE, WILDLIFE HABITAT, AND VEGETATION

Most comments expressed support for the proposed route because they believed that other route options would have greater impacts to biological resources (including sage-grouse and their habitats, raptor species, pygmy rabbits, burrowing owls, slickspot peppergrass, mule deer, antelope, mountain sheep, and wild horses). The Idaho Department of Fish and Game also expressed support for the portions of Segments 8 and 9 that are co-located with existing infrastructure because these routes would minimize fragmentation of wildlife habitats. However, the State of Idaho emphasized the importance of analyzing any new biological information that has become available since the publication of the FEIS.

Many commenters expressed concern that the Project could impact wildlife and their habitats. Potential impacts that were raised in these comments include fragmentation of habitats, increased human access to previously inaccessible wildlife habitats, increased avian collision risks and subsequent mortality, increased predation of small animals by ravens and raptors, and the effects of noxious weeds and/or fire on wildlife habitats. However, other commenters suggested that the Project would be beneficial to raptor populations, due to the increase in new perching structures resulting from the towers. One commenter expressed concern that the project could impact the South Hills Important Bird Area (IBA); however, the IBA is not in the area crossed by Segments 8 and 9. Topics that commenters want included in the SEIS wildlife assessment include migration corridors, existing population stressors, and any new data and studies that have recently become available.

Multiple comments requested that the Proponents' MEP focus on enhancing raptor populations and habitats, and have less emphasis on non-raptor related issues (e.g., public education or law enforcement); these comments further requested that the Proponents fully adopt the RAC recommendations regarding the MEP, and suggested that a monitoring and research component be added to the plan. Some comments questioned the accuracy of the Proponents' claim that the restoration efforts proposed in MEP will have an 80 percent success rate in restoring native vegetation to cheatgrass-dominated areas, and point out that this is in direct conflict with current science and on-the-ground experiences. One comment questioned the effectiveness of perch deterrents as a feasible mitigation option. Other commenters requested that the Project include the addition of new perching and nesting structures (beyond the towers) as mitigation.

4.12 SCENERY AND VISUAL RESOURCES

Visual resource concerns within the NCA were raised by multiple commenters. Comments mentioned decreased visual values as a result of placing the Project within the NCA, while one comment specifically stated that amendments would result in degradation of the NCA resources. Two comments specifically supported routes going through the NCA, stating that these routes allow for minimization of visual impacts in the area.

There were some comments regarding visual impacts of the Project to historic trails. Two comments approved routing that minimized impacts to historic trails (from Glenns Ferry to Indian Springs, and routing north or east of the Snake River), while one comment specified desired methods for addressing trail crossings (cross in already degraded areas, do not put lines in pristine trail viewsheds).

The most frequently voiced concern regarding visual effects was views from private land and how the addition of the Project to these views would result in a depreciation of land value. Additionally, multiple comments were submitted regarding Alternative 9E from the FEIS and how it would have irreversible impacts on the pristine character of the Owyhee Front. These comments supported choosing a route that did not impact the Owyhee Front. There were also comments concerned with the effects of routing lines near public parks, specifically the Bruneau Sand Dunes (night sky viewing), Celebration Park, and Hagerman Fossil Beds. The NPS specifically stated support for the BLM alternative near Hagerman Fossil Beds National Monument and that if routes closer to this area are considered, there may be concerns related to visual resources, among other resource issues. One comment raised concerns over creating an industrial landscape viewable from Celebration Park, which is a well-used recreation area.

4.13 CULTURAL RESOURCES AND HISTORIC TRAILS

Most comments expressed support for the proposed route along Segments 8 and 9, and opposed other route options due to the possibility of increased impacts to cultural resources that could occur if the route crossed private lands. One commenter expressed support for the proposed route because it would avoid impacts to the “Historic Old Oregon Trail.” Multiple comments requested that appropriate mitigation be applied to compensate for impacts to trails and cultural resources if impacts could not be otherwise avoided.

One commenter expressed concern that there might be Native American sites along Owyhee front in the Oreana area that have not been considered in previous analyses for this Project; while one comment requested that the SEIS provide a map of cultural resources that would be impacted by the Project.

One comment pointed out that the BLM needs to show that the selected route complies with the requirements of the enabling legislation for the NCA (Public Law 103-64), including the requirement to maintain cultural resources and values of the area. One commenter requested that the Project cross the Oregon and California National Historic Trails in areas that are already disturbed or where no trail remnant exists. The Idaho Chapter of Oregon-California Trail Association expressed support for the “Gateway West Programmatic Statement for historic preservation,” the “Cultural Resources Protection Plan,” and the off-site mitigation projects proposed by the Proponents to compensate for unavoidable impacts to historic and archeological resources. The NPS requested that the BLM continue to protect the visitor experience at the Oregon National Historic Trail, and that any proposed mitigation be commensurate to the Project’s impacts. The NPS stated that the Oregon National Historic Trail could be impacted by the BLM Preferred Route from the FEIS as well as the currently proposed route for Segment 8. The NPS further requested the BLM provide them with a data layer for the

Project so that they could determine the location of the proposed crossing of the Oregon National Historic Trail along Segment 9.

4.14 SOCIOECOMOMIC ISSUES

Most comments expressed support for the proposed route along Segments 8 and 9, and opposed other route options due to the possibility of increased impacts to agricultural areas if the route crossed private lands. However, one commenter requested that the route not cross the Snake River Birds of Prey NCA or the National Guard's base, because they felt that potential impacts to the military base and the NCA would be greater than what would be experienced by the farming community on private lands. Some comments expressed concern that routing the Project through agricultural areas would prevent future developments of pivot agriculture in the area, while other commenters expressed concern regarding how the Project could affect future economic development and immigration into the area. The Idaho Farm Bureau requested that private properties be avoided to the extent possible, and that direct involvement and agreement with the landowner regarding the route and mitigation/compensation would be needed if impacts to private lands could not be avoided. The Idaho Farm Bureau further stated that the BLM should closely coordinate with each county's official elected representative regarding the Project's alignment, because they are the entity authorized by state law to provide the final alignment approval. Some comments requested that the SEIS assess the economic benefits and costs of routing the Project through the Snake River Birds of Prey NCA compared to a route that crossed private lands. One commenter requested that the cost of habitat restoration in the NCA be based on the HEA analysis found in the FEIS, and not the methods used in the Proponents' recent MEP. One commenter suggested that funds proposed in the MEP for education and land acquisition should instead be used for "more effective enhancement projects." However, one commenter suggested that the Project could have positive impacts on economic growth in the area, due to increased access to reliable power. Multiple comments expressed concern that the Project would adversely affect adjacent property values.

4.15 AGRICULTURE

Most of the comments focused on concerns that routing the Project through agricultural areas would adversely affect farming practices. Potential impacts raised by commenters included: the possibility that the line would prevent future developments of pivot agriculture, potential adverse effects that the Project's electric and magnetic field (EMF) could have on sensitive farm and dairy equipment, and the potential effects of the EMF on cattle health and production. One commenter described the effects that a transmission line EMF had on his farm in California, which included a reduction in the milk production of his cattle.

4.16 RECREATION

The State of Idaho requested full analysis of impacts on wildlife recreation activities that were not previously analyzed during the FEIS process. The state also requested analysis of all recreational opportunities, including night sky viewing, if any alternatives are routed near the Bruneau Dunes State Park. One commenter was concerned about a second transmission line in close proximity to Celebration Park, particularly because of frequent park visitation by large groups. Another individual indicated that Celebration Park and Guffey Bridge do not appear to have many impacts. A local Kuna individual expressed concern about a transmission line interrupting various recreation opportunities on BLM land south of Kuna, such as hiking, cross country running, biking, four-wheeling.

The NPS recommends the BLM Preferred Alternatives in the vicinity of Hagerman Fossil Beds National Monument (the Monument). Other routes could impact visual resources and visitor access during construction and cause increased vandalism and theft of resources from off-highway vehicles (OHV) and horseback use on new access roads. If new alternatives are developed in proximity to the Monument, NPS requests early interagency coordination. NPS is also concerned about protecting the visitor experience at Oregon National Historic Trail remnants, particularly in the Monument, in vicinity of Three Island Crossing State Park, and other public and private lands.

Several organizations pointed out that new roads and increased access by the public will degrade areas that were not previously as accessible. These organizations shared current scientific literature to be utilized when developing alternatives and minimizing harm to recreational uses. One commenter pointed out that increased public access on the NCA will increase vandalism, weed spread, litter, and recreational shooting. The commenter requested either the BLM close the roads to recreational shooting or the Proponents fund studies of the effects of recreational shooting, including lead, on raptor and prey populations.

4.17 WATER RESOURCES AND USE

The EPA requested that the EIS disclose the structure and management of the In-Lieu-Fee program that would be required to compensate for unavoidable aquatic impacts, as well as why an In-Lieu-Fee program would be appropriate mitigation for these impacts. One comment recommended that the SEIS analyses the impacts that the Project would have on Endowment Lands and Public Trust Lands, including navigable waters. Some comments voiced the public's concern regarding the potential impacts to water resources along Segment 8, from MP 126 to the Hemingway Substation.

4.18 AIR QUALITY AND GREENHOUSE GAS

One comment was received concerning air quality. The Prairie Falcon Association and Western Watersheds Project stated that they would like an analysis of the Project's effects on climate change in the Draft SEIS; assessing any "adverse impacts that may result from Gateway and degradation and risks it poses."

4.19 TRANSPORTATION

Multiple comments mentioned the potential impacts that increased access (as a result of new road building) would have on the NCA, including weed spread, vandalism, litter, and recreational use. Comments raised concerns over additional impacts to the NCA, including the risk of raptor electrocutions, damage to slickspot peppergrass, increased weed infestations, and increased fire risk. One comment requested questioned how the alternatives correspond to the latest BLM Idaho Infrastructure map.

Other comments supported the proposed placement of the lines in the NCA because it contains an existing infrastructure and minimizes new road construction. One comment noted that this route would be easier to build because it avoids some canyon traverses and roadways, and maintenance and upkeep would be easier than other alternatives. One comment suggested conducting a study evaluating the cost savings of using the existing roads on these new routes and adjusting the enhancement package accordingly.

There were several comments regarding effects of the line in areas other than the NCA. The NPS commented that if the route near the Hagerman Fossil Beds National Monument was moved closer to the Monument, increased access could pose vandalism, theft, and OHV risks to

the area. One comment expressed a concern that the proposed route would impact development plans, such as airport construction because the line placement would make taking off and landing impossible.

4.20 GEOLOGIC HAZARDS, SAFETY, AND ELECTRICAL ENVIRONMENT

Some comments expressed concerned about health, safety, and noise issues for people living close to high-voltage transmission lines, particularly in areas where transmission lines already exist. Several organizations were concerned that that the Project would increase fire danger, particularly from new roads and increased access to the area and from raptor electrocutions that fall to the ground. One commenter pointed to easier construction and maintenance of the Project, including tower installation and road building, in areas with fewer canyons and undulating terrain. Another commenter cautioned of potential safety issues from the line and proximity to the Murphy Airport.

Dairy operators expressed concerns about impacts to dairy operations including milk quality, reduction in milk production, dairy cow behavior, feeding, and conception rates. One dairy operator was worried about having to monitor these concerns and the sensitive milk barn equipment and electronics that could be affected from the transmission lines. Others were concerned that the Project would interfere with radio and television reception and transmission. One comment questioned the long-term effects of power lines on raptors.

4.21 EFFECTS ON THE STATE AND COUNTIES

Two comments mentioned the cooperation between federal, state, and local officials and groups in designing these alternatives and stated that there is no reason to choose any other route and to keep the lines in the NCA. One comment stated that impacts to State Endowment Lands and Public Trust Lands (including navigable lakes and streams) should be fully analyzed. One comment addressed the purchase of private lands to mitigate impacts to cultural resources, stating that this would be contrary to county goals of keeping current acreage in private ownership (citing effects to the tax base). One commenter mentioned use of the BLM land south of Kuna, and how this area is highly used and the lines should be moved to an area with less community use.

4.22 CUMULATIVE EFFECTS

Comments requested the SEIS address cumulative impacts of multiple power lines, energy developments and other disturbances on native vegetation and greater sage-grouse migration and movement.

APPENDIX A
ISSUES IDENTIFIED IN THE 2009 SCOPING PROCESS

Issues from the 2013 FEIS Applicable to Segments 8 and 9

Some of the issues raised in scoping dealt with the effects of the Project and what should be included in the analysis. These issues, summarized below, are detailed in Chapter 3 sections on affected environment, direct and indirect effects, in Chapter 4 on cumulative effects analysis for each resource, and in Chapter 5 on consultation.

Visual Resources

Would an inventory of all potentially affected viewsheds be carried out?

Could the transmission line be located where it is not visible from residences?

Do the visual effects conform to Visual Resource Management or Visual/Scenic Quality Objectives established in land use plans?

How would visual effects conform to goals in RMPs and Forest Plans?

Would increased public access degrade visually sensitive areas?

How would sensitive viewing areas be affected?

Would the effects on visuals interfere with the public's enjoyment of the site?

Would public views be obstructed?

What would visual impacts of construction be on natural formations such as mountains?

How would impacts on visual resources affect income from tourism?

What would be the effects on light pollution at night?

What would be the impact on designated areas of scenic importance, such as Scenic Byways?

How would visual effects be mitigated?

Cultural Resources

What values do the area's Native American communities ascribe to places of historic and traditional significance?

Would all impacted Native American tribes be consulted?

What would be the impact on Native American Tribes and would their treaty rights and privileges be addressed?

Would a complete inventory of potentially impacted cultural sites be carried out?

Would the design of structures such as towers and substations minimize their visual impact to the setting of historic properties?

What are the impacts on eligible prehistoric resources?

What are the impacts on eligible historic resources?

What would be the visual and recreational impacts on historic trails?

Would TCPs be affected?

Where the setting is an important aspect of the integrity of a property, would the setting be affected?

Socioeconomics

Is there sufficient housing available for temporary and permanent workers?

Would the temporary workforce have detrimental effects on existing services in local municipalities?

What would be the effects on population numbers?

What would be the effects on economic conditions?

Would education or schools be affected?

Would public services such as police or fire protection be impacted?

How would the Project affect tax income to local governments?

How would development of the Project impact municipal infrastructure and other planned development?

How would the presence of the transmission line affect the quality of life of and enjoyment of the land by local residents?

What would be the economic impacts to individuals?

How would this Project affect tourism and recreation?

Would construction or operations of the Project disrupt delivery of any public utilities such as electricity or sewer?

What municipalities and other population concentrations would be impacted?

Under what circumstances would private land be condemned, and what would the effects of this be?

Environmental Justice

What would be the effects on minority populations or communities?

What would be the effects on low income populations or communities?

What would be the effects on Tribes?

Vegetation Communities

How much vegetation would be cleared, and how much would be kept clear or otherwise maintained during operations?

How quickly would the various vegetation communities that are cleared for construction but allowed to regrow during operations recover from disturbance?

How much disturbance would occur in sagebrush communities and what would be the effects?

How much disturbance would occur in native grasslands and what would be the effects?

Would old-growth forest stands be affected, and what measures would be taken to protect this vegetation type?

What would be the effects of construction, operations, and maintenance on fire occurrence, frequency, and severity; especially as they relate to important shrub-steppe and forest habitats?

Special Status Plants

What would be the effects to endangered and threatened species, both individuals and populations?

What would be the effects from changes in habitat for TES plants?

What effect would the potential spread of noxious weeds have on special status plants?

Would hydrology be altered in occupied habitat for TES species associated with wetlands and what effect would the alteration have on those species?

Invasive Plant Species

Would noxious weeds be introduced or spread into the ROW and adjacent areas?

How would the presence of the Project impact efforts to control existing noxious weeds?

Would a noxious weed prevention and abatement plan be developed in conjunction with the appropriate agencies?

Wetlands

What would be the effects on permanent and seasonal wetlands?

Would riparian areas be affected?

Can equipment staging and/or refueling areas be kept away from wetlands and riparian areas?

General Wildlife and Fish

What would the effects of Project construction and operations be on general, non-special-status wildlife, including birds, reptiles and amphibians, and large and small mammals?

When routing the Project, would key wildlife habitats be avoided?

What would the effects be on migratory bird species?

Would there be a loss or fragmentation of wildlife habitat, especially for sagebrush-obligate and forest-dependent species?

What wildlife mortality would occur during construction?

Would there be a potential for disruption of breeding and reproductive activities of raptors?

What would be the effects on big game migration?

What would be the effects on big game and crucial big game winter range—habitat removal and disturbance during seasonal occupancy?

What would be the effects on big game parturition areas from habitat removal and disturbance during seasonal occupancy?

What would be the potential for avian collision during operations and what measures would be taken to minimize this risk?

Would noise created during transmission line operations affect wildlife?

What best management practices would be used during construction and operations to protect fish resources?

How would disturbed instream habitats be protected and restored?

What would be the potential for electrocution of large birds during operations?

What would be the impacts on wildlife or wildlife habitat within an NWR, State Park, State Wildlife Management Area, or Special Management Area on federal lands specifically managed for one or more species of wildlife?

Special Status Wildlife and Fish Species

What would be the effects of Project activities on species federally listed as threatened, endangered, candidate, or proposed?

How would Project construction and operations affect predation on sage-grouse and sharp-tailed grouse, and how would these risks be minimized?

How would the Project affect sage-grouse and sharp-tailed grouse habitat?

Would the Project comply with sage-grouse and sharp-tailed grouse Conservation Plans?

What agencies and conservation groups would be consulted?

What would be the impacts on nesting and wintering eagles and their habitat?

What would be the effects on species listed as sensitive by the BLM? Specifically, what would be the impacts to greater sage-grouse breeding and brood rearing areas and where would these impacts occur?

What would be the effects on species listed as sensitive by the Forest Service?

Minerals

Paleontological Resources

Would a full inventory of potentially affected paleontological resources be carried out?

Would fossils be damaged during construction?

Would fossils be removed or destroyed by increased access to protected areas?

Geologic Hazards

Would a full inventory of potentially affected geological resources be carried out?

What would be the potential for earthquakes to damage the transmission line and associated structures?

What effect would subsidence from underground mining have on the transmission line, and what would be the hazard to workers or infrastructure?

What effect would landslides have on the transmission line?

What effect would construction blasting in shallow bedrock have on unstable landforms (landslide-prone areas) or on adjacent man-made structures not related to the transmission line?

Soils

What would be the effect on soil erosion, and the potential for increased soil erosion from Project construction, operations, and decommissioning?

What would be the effect on Project soils from compaction by vehicle and equipment traffic?

What effect would topsoil disturbance have on soil productivity after construction and reclamation?

Water Resources

What would be the impacts to water quality from roads and other causes of erosion?

Would state water quality standards be met?

Which pollutants could enter waterbodies and what would be the impacts from them?

What would be the impacts on drinking water, wells, and springs?

Would municipal water service to individual properties be affected?

What would be the handling procedures for hazardous materials near waterbodies and wells?

Would water be drawn from surface waterbodies, and what would the effects of that be?

What storm water permits would be required, and would their stipulations be met?

Would there be any impacts on water rights?

What would be the impacts from sedimentation and temperature increases in sediment and temperature-impaired water bodies?

Would groundwater be affected?

Land Use and Recreation

How would the project affect concentrated animal feeding operations (CAFO)?

How would the project affect current agricultural systems, including pivot irrigation and advanced positioning systems used in farm equipment?

What residential areas, planned development, and specially designated uses would be affected?

How would the Project affect specially designated areas including NWRs, National Parks, National Monuments, Special Management Areas, and recreation sites, and roadless areas?

How would the transmission line affect timber and fire management activities?

To what extent would the Project be co-located with existing developments?

Would hunting or fishing be affected?

Would there be any losses of recreational opportunities?

Would the Project adhere to local land use plans and policies?

Would the Project impact any military activities?

How would construction of this transmission line influence the installation of more developments and projects in the same area in the future?

Would construction buffers around buildings be maintained?

What permits and plan amendments would be required for this project?

What would be the plan for re-entries and maintenance activities on private land which would continue for decades into the future?

Agriculture

How much agricultural land would be impacted, and what would the effects be?

What would be the effects on livestock grazing of construction and operations of the transmission line?

Would there be a loss of prime farmland?

What would be the impacts to agricultural production including equipment operation and aerial spraying?

Would there be a disruption to dairy operations and other types of CAFOs?

How would the transmission line interfere with crop dusting?

Would the transmission line cause electronic interference with agricultural equipment?

Transportation

Would a full map and inventory of all new temporary and permanent access roads for the Project be developed?

How would vehicles taking materials and personnel to and from the Project site affect traffic patterns?

How would roads, highways, railroads, and airports be affected?

Would there be an increase in off-highway vehicle use, and what would be the environmental impacts of this?

Would construction and operations of the Project cut off access to any previously-accessible areas?

- How would roads affect livestock and grazing operations?
- What would be the environmental effects of new temporary and permanent roads constructed for this Project?

Air Quality

Would the proposed Project be inconsistent with the applicable air quality plans?

What would be the effects on human health of any increase in airborne pollutants caused by the Project?

Would the proposed Project generate emissions of air pollutants that would exceed established thresholds, or cause adverse impacts on air quality?

Would the proposed Project cause or contribute to any violation of any state or federal ambient air quality standards?

Would the proposed Project expose sensitive receptors to substantial pollutant concentrations?

What would be the methods used to control dust?

What would be the steps taken to minimize air quality impacts?

How much greenhouse gas emissions would be associated with this project, and what would be the effect of the Project on climate change?

Electrical Environment

Would voltage on the conductors of the transmission lines build up, for example in large vehicles or pivot irrigation systems, and produce nuisance shocks, or lead to fuel ignition?

Would electric and magnetic fields (EMF) associated with transmission lines cause health effects?

Would the audible noise during operations be loud enough to be annoying or interfere with normal communication?

Would stray voltage be a concern in the context of animal care where unwanted voltage on feeders, watering stations, or equipment such as milking machines, can lead to reduced food or water intake.

Would services such as Global Positioning System (GPS) receivers, satellite dish receivers, cell phones, AM/FM (amplitude modulation/frequency modulation) radio, two-way radio communication, television, and internet be disrupted?

Public Safety

Would the Project cause environmental contamination or expose workers or the public to contamination?

What would be the effects of electric and magnetic fields?

Would the transmission line withstand wind and ice storms?

Would the transmission line cause fires or create a fire hazard?

Would workers or the public be safe from electrocution?

What would be the effects of the transmission line on human health?

What would the Proponents do to prevent the dangers of downed lines and tower failure?

How would the Proponents protect against potential vandalism or acts of terrorism to Project structures?

Would electrical safety procedures be followed?

Noise

Would people be exposed to noise levels in excess of standards established by existing regulations, ordinances, and standards?

Would there be a substantial temporary or permanent increase in ambient noise levels in the Project vicinity above levels existing prior to Project construction and operation?

Would people be exposed to ground-borne vibration or ground-borne noise levels?

APPENDIX B
COMMENT CODES AND TABLE

Appendix B-1
Codes Developed for the SEIS Scoping Report

Gateway West Segments 8 and 9 Scoping Comment Categories
Updated 11/12/2014 – DRAFT

Code	Subject	Notes
10000	Conformance with the NEPA process	Includes comments on the need for a new EIS vs. SEIS and what an SEIS should consider
10010	Out of scope comments	
11000	Purpose and Need for the Project	
12000	Relationships to other federal laws and policies	Specific comments on land management plans/plan amendments go under 34030
13000	Use of/ Failure to use designated corridors	RMP corridors in NCA or WWEC
14000	Proposed Action	Includes revised routes and MEP
15000	Comparison of Alternatives	
16000	Generally support project	Specific comments on proposed route go under Segment Reference (50000 series)
17000	Generally oppose project	Specific comments on proposed route go under Segment Reference (50000 series)
18000	Comments on segments 1 to 7 & 10	These are out of scope but we need to track them separately
19000	Mitigation (general)	See 35000 if mitigation specific to the MEP or NCA
20000	Monitoring	
21000	Tribal Consultation/ Treaty Rights and Resources	
22000	General Environmental Resources	Use visual if unsure between visual/historic trails
23000	Visual Resources	
24000	Cultural Resources	
24010	Historic Trails	
25000	Socioeconomics	Tourism
25010	Employment	
25020	Housing	Includes constraints during construction and shortage
25030	Property Values	
25040	Taxes/Taxpayers	
25050	Community/city development and expansion	Includes economic effects on new subdivisions and facilities (also see 34020)
25060	Agriculture	Economic effects on farming, including irrigation systems (technical impacts due to tower and line placement are under 37000)
26000	Environmental Justice	Includes minority and disadvantaged communities
27000	Vegetation	
27010	Special Status Plants	Mostly comments on slickspot peppergrass
27020	Invasive Plants/weeds	

Code	Subject	Notes
27030	Wetlands / Riparian vegetation	
27040	Native vegetation	Includes restoring sagebrush and native grasses
28000	Wildlife (general)	
28010	Habitat Fragmentation	
28020	Raptors/Eagles/Ravens	
28030	Big Game/Winter Range	
28040	Migratory Birds	
28050	Fish	
28060	Other Special Status Wildlife	
28070	Sage-grouse	
28080	Threatened / Endangered Species	Includes T&E, ESA, TES, listed species, candidate species, proposed species
29000	Minerals/Mining	
30000	Paleontology	fossils
31000	Geologic Hazards	Includes risks from earthquakes, landslides, unstable areas
32000	Soils	Includes erosion, compaction, loss of fertility
33000	Water Resources and Use	
34000	Land Use	
34010	Private Land/Land Ownership	General comments
34011	Site the line on public land	Avoid private land
34012	Site the line on private land	Avoid public land/avoid the NCA
34020	County and City Plans/Zoning	Municipal Impact Areas
34030	Federal land Use Plans/	Includes Plan Amendments
34040	Wilderness/Wild and Scenic Rivers	
35000	NCA/SRBOP (general)	
35010	Enhancement requirements	General comments
35020	Mitigation suggestions	General
35030	Applicants' MEP (specific to NCA)	
35040	Recommendations for MEP changes	Includes applying MEP to areas outside NCA
36000	Recreation	
36010	Trails	Other that historic trail issues
36020	Off Road Vehicles/OHV	Includes comments on non-motorized areas
37000	Agriculture (includes crop production, dairies, cattle feedlots, and grazing)	Technical issues such as interference with pivot irrigation
38000	Transportation	Includes impacts to traffic, new road construction
39000	Air Quality	

Gateway West Segments 8 and 9 Scoping Comment Categories
Updated 11/12/2014 – DRAFT

Code	Subject	Notes
40000	Electrical Environment	Includes electric magnetic interference (EMI) and electromagnetic fields (EMFs)
41000	Public Safety	Specific comments on health risks from transmission lines/EMFs, construction accidents
42000	Noise	
43000	Cumulative Effects	
44000	Consultation	
45000	Literature Used/Not Used	
46000	Refers to Previously Submitted Comments	
47000	Plan of Development (POD)	Either the revised POD or the 2013 POD (comments on Companies' MEP go under 35030)
48000	Design Features	Use this for any suggestions on double circuiting, separation distance, tower type, placing the line underground, etc.
Geographic/Segment Reference		
50000	Segment 8 – General	
50010	Segment 8 – Applicants' Proposed Route	
50020	Segment 8 – Routes considered in the 2013 FEIS	
50030	Segment 8 – RAC Route Options	
51000	Segment 9 – General	
51010	Segment 9 – Applicants' Proposed Route	
51020	Segment 9 – Routes considered in the 2013 FEIS	
51030	Segment 9 – RAC Route Options	
57000	General project effects on Counties	
58000	General project effects on State (Idaho)	

Appendix B-2
Comment Table

Letter #	Comment #	Signatures	Letter owners	Group	Coding status	comment	category
101396	1	1	MICHAEL KERSHNER	I = Individual (s) not affiliated	QC complete	I would suggest that the options that run south of Melba are the best fit for all involved.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101401	1	1	JAMES AND MARY FREELAND	I = Individual (s) not affiliated	QC complete	The newest rout options for area 8 close to the existing power lines in the birds of pray area is Ok. Power lines should not run across the Melba valley area north or south.	50010 - Segment 8 – Applicants' Proposed Route
101397	1	1	ARLENE TRIPLETT	I = Individual (s) not affiliated	QC complete	There is no need to look at any other route and I approve the proposed Segment 8 route that the Regional Advisory Com (RAC) has proposed. Please do not change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101395	1	1	SIDNEY SWAILS	I = Individual (s) not affiliated	QC complete	I approve The Segment 8 Route That the RAC has proposed. The NAC approved this and I see no other resone to spend any more money on this this has been the best possible route that has been vetted.	50010 - Segment 8 – Applicants' Proposed Route
101394	1	1	PATTI CAMERON	I = Individual (s) not affiliated	QC complete	we are happy to endorse Segment 8 &9, Idaho Power & Rocky Mt proposed route. Section 8 - Summer Lake option one Section 9 - Baja RD - Murphy Flats South. We oppose all other options, due to impacts on private land, such as ours, agricultural, economy sage grouse & sage grouse habitat. The tower infra structure are already in place, in the Birds of Prey what a great place for Gateway West Transmission Line!	25000 - Socioeconomics, 25060 - Agriculture, 28070 - Sage-grouse, 34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route, 48000 - Design Features
101392	1	2	US FISH AND WILDLIFE SERVICE, WYOMING ECOLOGICAL SERVICES,US FISH AND WILDLIFE SERVICE, IDAHO FISH AND WILDLIFE OFFICE,MICHAEL CARRIER	G = Government	QC complete	The Idaho Fish and Wildlife Office (IFWO) supports updated alternatives for Segments 8 and 9 that co-locate proposed new facilities with existing transmission lines to minimize fragmentation of habitats, including sagebrush steppe habitat. In addition, we encourage the Bureau and Project proponents to continue to work collaboratively with others to ensure that the final plan for updated Segments 8 and 9 provides meaningful and sufficient mitigation of impacts as well as net benefits to wildlife, native plants, and their habitats. The IFWO is available to provide technical assistance in the mitigation planning process for this Project as it pertains to our agency's trust resources.	19000 - Mitigation (general), 27040 - Native vegetation, 28000 - Wildlife (general), 28010 - Habitat Fragmentation, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route, 48000 - Design Features
101392	2	2	US FISH AND WILDLIFE SERVICE, WYOMING ECOLOGICAL SERVICES,US FISH AND WILDLIFE SERVICE, IDAHO FISH AND WILDLIFE OFFICE,MICHAEL CARRIER	G = Government	QC complete	The IFWO is in the process of scheduling a meeting with the Bureau's Idaho State Office natural resources staff to discuss any additional Endangered Species Act section 7 needs for the updated Segment 8 and 9 transmission line routes. We also will discuss the updated proposed locations of the transmission line segments in relation to existing wildlife projects. As additional details about the updated transmission line routes become available, we will provide more detailed input to the Bureau.	27010 - Special Status Plants, 28080 - Threatened/Endangered Species
101375	1	1	JOSEPH AMOS JR	I = Individual (s) not affiliated	QC complete	I approve the segment 8 route. Please do not change the route from the NCA	50010 - Segment 8 – Applicants' Proposed Route
101377	1	2	KENNETH BLEVINS,NORMA HUTCHINS BLEVINS	I = Individual (s) not affiliated	QC complete	8 or 9 route is O.K. with us	50000 - Segment 8 General, 51000 - Segment 9 – General
101379	1	1	GEORGE KARAGIANES	I = Individual (s) not affiliated	QC complete	I prefer the proposed route. I approve it because it is further from the land I own. It is 1,200 acres in Black Creek Area. The deffered decision is much to close to my property.	34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101372	2	1	IDAHO FARM BUREAU FEDERATION,FRANK PRIESTLEY	S = Special Interest Group	QC complete	The Idaho Farm Bureau is encouraging you to place this line as much as possible on BLM lands and only to the extent absolutely necessary on private property. It only makes sense to avoid impact that would be caused to tillable or irrigated agricultural operations. If private production lands are deemed to be the only option possible, then involvement and agreement with landowners must conducted to minimize the impact to farming activities. Obviously, reasonable compensation for land values and mitigation of impact to private property must be guaranteed.	19000 - Mitigation (general), 25060 - Agriculture, 34010 - Private Land/Land Ownership, 34011 - Site the line on public land
101372	3	1	IDAHO FARM BUREAU FEDERATION,FRANK PRIESTLEY	S = Special Interest Group	QC complete	We support the Regional Advisory Commission recommendation and the proposed routes developed through the Snake River Birds of Prey (SRBOP) for both Segments 8 and 9. These routes have the lease impact on the least number of people, resources, agriculture, residences, wildlife, scenic and cultural values.	23000 - Visual Resources, 24000 - Cultural Resources, 25020 - Housing, 28000 - Wildlife (general), 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route

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101372	4	1	IDAHO FARM BUREAU FEDERATION,FRANK PRIESTLEY	S = Special Interest Group	QC complete	The Idaho Farm Bureau supports and believes that County Planning and Zoning Commissions under the authority of respective County Commissions is the entity authorized by state law to provide the final alignment approval and is authorized to permit or reject construction projects of this nature. We encourage the BlM to honor and follow the provisions of Idaho state law. To avoid legal and (Cont'd . . .) jurisdictional problems we encourage your close coordination with each county's officials elected to represent their citizens on this important and expansive project. It is our position that this will be beneficial for the development of an appropriate alignment, minimize legal challenges and ultimately reduce the costs that will ultimately be passed on to the utility customers.	25000 - Socioeconomics, 34020 - County and City Plans/Zoning
101372	1	1	IDAHO FARM BUREAU FEDERATION,FRANK PRIESTLEY	S = Special Interest Group	QC complete	Many of our members live in close proximity to the proposed segments 8 and 9 and have concern regarding the impact to their agricultural property and property values from the alignment of this transmission line.	25030 - Property Values
101374	1	1	LYNN HEINER	I = Individual (s) not affiliated	QC complete	Please do not change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101382	1	0	ANONYMOUS	I = Individual (s) not affiliated	QC complete	Please do not change the route from the NCA	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101340	1	1	KRIS KALANGES	I = Individual (s) not affiliated	QC complete	I strongly urge you to approve the Original Se. 8 route that would NOT go through the Morley Birds of Prey NCA nor the National Guard Range. The farmers don't need protections. The Birds of Prey The military pilots do need to have the towers & power lines kept out of the respective areas.	25060 - Agriculture, 28020 - Raptors/Eagles/Ravens, 35000 - NCA/SRBOP (general), 50020 - Segment 8 – Routes considered in the 2013 FEIS
101338	1	1	STATE OF IDAHO, OFFICE OF ENERGY RESOURCES,JOHN CHATBURN,SCOTT PUGRUD	G = Government	QC complete	The OER supports the Proponents' Proposed and RAC recommended route for Segment 8 of the Project. This route beneficially co-locates with existing transmission infrastructure in the SRBOP-CA, which minimizes impacts on the SRBOP-NCA. Additionally, this is an improvement over BLM's preferred alternative in the Final Environmental Impact Statement (FEIS).	16000 - Generally support project, 35000 - NCA/SRBOP (general), 50010 - Segment 8 – Applicants' Proposed Route, 50020 - Segment 8 – Routes considered in the 2013 FEIS
101338	2	1	STATE OF IDAHO, OFFICE OF ENERGY RESOURCES,JOHN CHATBURN,SCOTT PUGRUD	G = Government	QC complete	The Proponent Proposed Route for Segment 8 minimizes impacts to agricultural operations, existing residences, future residential development, and economic impacts to the cities of Kuna and Melba.	25000 - Socioeconomics, 25050 - Community/city development and expansion, 25060 - Agriculture, 34010 - Private Land/Land Ownership, 34020 - County and City Plans/Zoning
101338	3	1	STATE OF IDAHO, OFFICE OF ENERGY RESOURCES,JOHN CHATBURN,SCOTT PUGRUD	G = Government	QC complete	The OER also supports the Proponents' Proposed and RAC recommended route for Segment 9 of the Project. This route will minimize impacts on the SRBOP-NCA by utilizing the same transmission towers to accommodate the existing 138 kV and the new 500 kV lines in a double-circuit configuration. Because this route will be built along the existing right-of-way adjacent to Big Baja Road, there will be no need to create new roads, which will also minimize impacts. The Proponents' Proposed route improves on BLM's preferred alternative in the FEIS because it minimizes impacts on agriculture, historic properties, and moves the linear infrastructure development out of the largely untouched, green-field landscapes of the Owyhee Front. Additionally, this route avoids Greater Sage-Grouse habitat, and was unanimously accepted by stakeholders including the Owyhee County Task Force and the Owyhee County Commissioners.	23000 - Visual Resources, 24000 - Cultural Resources, 25060 - Agriculture, 28070 - Sage-grouse, 35000 - NCA/SRBOP (general), 38000 - Transportation, 51010 - Segment 9 – Applicants' Proposed Route, 51020 - Segment 9 – Routes considered in the 2013 FEIS, 48000 - Design Features
101338	4	1	STATE OF IDAHO, OFFICE OF ENERGY RESOURCES,JOHN CHATBURN,SCOTT PUGRUD	G = Government	QC complete	The OER and the State of Idaho believe that any analysis that BLM does should not be duplicative of the work done in the FEIS and must be limited to new routes developed in the Scoping process.	10000 - Conformance with the NEPA process
101338	5	1	STATE OF IDAHO, OFFICE OF ENERGY RESOURCES,JOHN CHATBURN,SCOTT PUGRUD	G = Government	QC complete	BLM must fully analyze any impacts on fish and wildlife, including wildlife recreation activities, that have not previously been analyzed in the FEIS or any other environmental analysis that has been done in association with this project.	28000 - Wildlife (general), 28050 - Fish, 36000 - Recreation

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101338	6	1	STATE OF IDAHO, OFFICE OF ENERGY RESOURCES,JOHN CHATBURN,SCOTT PUGRUD	G = Government	QC complete	If BLM, through the scoping process, develops alternative routes near the Bruneau Dunes State Park, the routes must be analyzed for their impacts on all of the recreational opportunities offered by the park including viewing the night sky from the Observatory.	23000 - Visual Resources, 36000 - Recreation, 51000 - Segment 9 – General
101338	7	1	STATE OF IDAHO, OFFICE OF ENERGY RESOURCES,JOHN CHATBURN,SCOTT PUGRUD	G = Government	QC complete	BLM must fully analyze any impacts to Endowment Lands and Public Trust Lands, including beds of navigable lakes and streams, which might occur from new routes developed during the scoping process for the SEIS.	27030 - Wetlands/Riparian vegetation, 33000 - Water Resources and Use, 34000 - Land Use, 50000 - Segment 8 General, 51000 - Segment 9 – General, 58000 - General project effects on State (Idaho)
101383	1	1	DON HEIDA DAIRY,DONALD HEIDA	B = Business or Business Group	QC complete	Please do not change the route from the NCA. I approve the proposed segment 8 route that the RAC has proposed.	50010 - Segment 8 – Applicants' Proposed Route
101384	1	1	CHET LEONARD	I = Individual (s) not affiliated	QC complete	Please allow power poles etc. to be located on BLM land and not our private owned lands.	34010 - Private Land/Land Ownership, 34011 - Site the line on public land
101385	1	1	TIFFINEE LEONARD	I = Individual (s) not affiliated	QC complete	I wish to keep the power lines off our private lands here in Oreana Idaho.	34010 - Private Land/Land Ownership
101386	1	1	CRAIG MOORE	I = Individual (s) not affiliated	QC complete	The BLM and Citizens of Idaho and especially affected Citizens as well as the BLM's RAC advisory committee and sub committee, have worked diligently for years to assist in the establishment of fair and efficient routing for Segments 8 and 9 Gateway West transmission lines. Now that most have agreed to route the lines through The NCA Birds of Prey on Public Lands where possible there is no reason to re-study all or some of previously studied routes that were considered and deemed impractical for many reasons including un-necessary disruption of agricultural lands, as well as near towns, homes and other uses.	25020 - Housing, 25050 - Community/city development and expansion, 25060 - Agriculture, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101387	1	1	MATTHEW W DUCKETT	B = Business or Business Group	QC complete	I approve of the proposed Segment 8 route that RAC has approved. The RAC has spent hundreds of hours and thousands of dollars in reviewing various routes and concluded on the proposed route through the NCA. Please do not change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101388	1	1	LINDSEY FUQUAY	I = Individual (s) not affiliated	QC complete	I endorse the two routes sited in SRBOPNCA only. I oppose all other routes due to impacts on private, and ag lands and the sage grouse	25060 - Agriculture, 28070 - Sage-grouse, 34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101389	1	1	BARBARA M CARROLL	I = Individual (s) not affiliated	QC complete	Please do not change the route from the NCA. I strongly approve the proposed Segment 8 route that the Regional Advisory Committee (RAC) has proposed. There is no need to spend more money looking for other routes. Pease protect our beautiful, productive farmland.	25060 - Agriculture, 50010 - Segment 8 – Applicants' Proposed Route
101390	1	1	MIKE CHEN	I = Individual (s) not affiliated	QC complete	Please do not destroy our beautiful and productive farm land. Running high voltage power line over thousands of private land and destroying productive farms is making no sense. Utilizing the exist route proposed by RAC that run through the NCA is the only logical solution. Please Do Not Change the route from the NCA	25060 - Agriculture, 34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101380	1	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	It appears that alternatives in segments 8 and 9 will have dramatic impacts that could further alter, degrade and fragment large areas of sagebrush ecosystems as well as other fragile lands.	28010 - Habitat Fragmentation, 50000 - Segment 8 General, 51000 - Segment 9 – General
101380	2	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	This project could have a large impact on the many wildlife and plant species, including the pygmy rabbit and sage-grouse as well as grassland species such as the long-billed curlew. Many of these habitats throughout the project area are already degraded from many other land uses, etc. livestock grazing disturbance, fences, water developments and ranching infrastructure, agency "treatments" that destroy native vegetation such as sagebrush and juniper.	27000 - Vegetation, 28000 - Wildlife (general), 28060 - Other Special Status Wildlife, 28070 - Sage-grouse
101380	3	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	The "South Hills" International Audubon Important Bird Area, only 8 miles to the east. Over 149 bird species inciuding Sage-grouse are known to move to and from the South Hills IBA every year during all seasons. Red Willow/Prairie Falcon Audubon Monthly bird count done for three years in the Burley BLM F.O. grazing allotments adjacent to the Jarbidge FO that is in	28040 - Migratory Birds, 28060 - Other Special Status Wildlife, 51020 - Segment 9 – Routes considered in the 2013 FEIS

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						the project area segment 9. It is detailed and site-specific. More then 100 species of bird were found including BLM sensitive species.. This includes the Area of Critical Environmental Concern (ACEC) where Gateway West introduced new and additional information in their FEIS concerning the relocation of the transmission line to and through this important area that appears to violate Federal Land Policy Management Act (FLPMA) as well as NEPA. We noted that the map still shows that Gateway wants to proceed with this route. Despite a route already iocated away from this critical area. PFA has a vested interest and will continue to monitor this a area.	
101380	4	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	We are increasingly alarmed at migratory bird and bat collisions with transmission lines, and the migration routes and patterns (including areas where birds may be flying low under adverse weather conditions) must be fully examined. Migration routes in the region traversed by Gateway are very poorly understood. When renewable energy project analysis (such as the greatly flawed China Mountain EIS) have been prepared, BLM has not required that industry consultants conduct necessary multi-year intensive radar and other studies necessary to understand the large-scale conflicts with migrating passerines, raptors, or bats, including during inclement weather when migrating birds may be downed. The Gateway line could open up vast areas of deadly industrial wind development and even more powerline sprawl.	28000 - Wildlife (general), 28020 - Raptors/Eagles/Ravens, 28040 - Migratory Birds
101380	5	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	The mitigation modei is inadequate for sage grouse and other species of conservation concern. How can you mitigate the loss of wildlife habitat?	19000 - Mitigation (general), 28060 - Other Special Status Wildlife, 28070 - Sage-grouse
101380	6	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	Access to wildlife areas by the public on BLM llands from new roads to and along new powerlines will further diminish and degrade these places that heretofore were not easily accessed. • As we have already observed in areas of the proposed project, roads and powerlines greatly increase the danger of wildfire, including increased flammable weeds that proliferate in areas of disturbance. The project's new roads and powerlines, will exponentially increase this danger. Fires from Raptor electrocutions have ignited grasses as electrocuted birds hit the ground in Southern Idaho. All of these risks must be considered.	27000 - Vegetation, 27020 - Invasive Plants/weeds, 28020 - Raptors/Eagles/Ravens, 36000 - Recreation, 38000 - Transportation, 40000 - Electrical Environment, 41000 - Public Safety
101380	7	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	Is there really a need for the plethora of projects and corridor paths being proposed?	11000 - Purpose and Need for the Project
101380	8	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	PFA and WWP would like the following to be provided/included in the Gateway West Transmission Project Supplemental for Segments 8 and 9 Draft EIS. • A baseline for ecological conditions, and degree and severity of degradation that exists for all routes.	10000 - Conformance with the NEPA process
101380	9	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	• Clear and detailed mapping of biological, cultural, scenic, and other conflicts be provided.	23000 - Visual Resources, 24000 - Cultural Resources
101380	10	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	Show how all the alternatives correspond to the latest BLM Idaho Infrastructure Development Map ("Conflict Map") with a comprehensive overlay with Final EIS Map 2013 that's easy for interested public to view.	38000 - Transportation
101380	11	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN	S = Special Interest Group	QC complete	Address the adverse cumulative impacts on sagebrush and other native ecosystems and native biota of a plethora of new corridors/lines/energy developments/disturbances. Detailed in-depth analysis including full	27040 - Native vegetation, 43000 - Cumulative Effects

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			WATERSHEDS,KATIE FITE,JULIE RANDELL			discussion of threats and stressors to each affected habitat and population must be provided and integrated so that a logical science-base conclusion can be drawn.	
101380	12	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	Address ongoing threats to the project area such as livestock overgrazing and invasive grasses and weeds, etc. The proposed project would only increase these impacts, these amendments would significantly downgrade protections to important natural resources such as visual, wildlife, and special designated areas	23000 - Visual Resources, 27020 - Invasive Plants/weeds, 28000 - Wildlife (general), 34000 - Land Use
101380	13	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	Full analysis of wildlife migration routes for this as well as all other potential routes or segments. Radar data on migrants must be collected for many portions of the route, in all effected BLM FO, the National Bird of Pray Area, and other areas critical to wildlife.	28000 - Wildlife (general), 28040 - Migratory Birds
101380	14	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	Analysis of risks, eg. Wildfire. Any LUP changes should include road/OHV closures in any new or upgraded roading caused by this project. Any upgraded roads should be returned to their original condition.	34030 - Federal land Use Plans, 35020 - Mitigation suggestions
101380	15	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	Information and independent analysis of why Idaho Power cannot focus on conservation measures with its customers and develop a really good smart grid, rather than wasting power and resources through long-distance transmission, and destroying so many areas of pubiic iands aiong with piacing another iethai hazard to birds and bats across so much public land. How much energy will be required to build this?	10010 - Out of scope comments
101380	16	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	Analysis of climate change adverse impacts that may result from Gateway and degradation and risks it poses.	39000 - Air Quality
101380	17	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	Tier the proposed actions to the current Idaho Comprehensive Wildlife Conservation Strategy document (ICWCS). These conservation strategies are mandated for all western states and considered a guiding document.	10010 - Out of scope comments
101380	18	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	Include any new information, studies, and analysis such as Golden Eagle studies that are done in the project areas.	28020 - Raptors/Eagles/Ravens, 45000 - Literature Used/Not Used
101380	19	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	As this is a project on public lands, a Cost/Benefit analysis be included.	10010 - Out of scope comments
101380	20	2	NATIONAL AUDUBON SOCIETY-PRAIRIE FALCON SOCIETY,WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	Any Plan amendments should be done to designate ACECs or otherwise to enhance and increase biological value, visual resource, or other important protections.	10010 - Out of scope comments
101381	1	1	YOUNG'S RIVERFRONT RANCH, LP,J LAVAR & JANET B YOUNG	B = Business or Business Group	QC complete	I approve the proposed Seg. 8 route that the Regional Advisory Committee (RAC) has proposed. The RAC has spent hundreds of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA. Please don't change the route from the NCA. It is the best & safest route for all who are concerned on the Gateway West Transmission line Project.	41000 - Public Safety, 50010 - Segment 8 – Applicants' Proposed Route
101376	1	1	KAREN JENKINS	I = Individual (s) not affiliated	QC complete	I endorse the two routes sited in SRBOP & CA only. I oppose all other routes due to impacts on private lands, ag lands and Sage Grouse habitat. I am a private land owner in Oreana were we farm and ranch.	25060 - Agriculture, 28070 - Sage-grouse, 34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route

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101378	1	1	MICHELE HINTON	I = Individual (s) not affiliated	QC complete	Thank you for taking the RAC subcommittee routes as the preferred routes. Please expand & re-focus your enhancement portfolio as recommended by the RAC. The enhancement & mitigation plan needs to be sufficient to justify going through the Snake River Birds of Prey area.	35010 - Enhancement requirements, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101371	1	1	GEORGENE MOORE	I = Individual (s) not affiliated	QC complete	Run Segment 8 thru the Birds of Prey	50010 - Segment 8 – Applicants' Proposed Route
101371	2	1	GEORGENE MOORE	I = Individual (s) not affiliated	QC complete	After the Kuna fire, the BOP area has been lacking in food and cover for the prey. The settlement for enhancement will benefit the BOP area and it will be less costly than the legal processes to run the line thru farms and ranches	27000 - Vegetation, 28020 - Raptors/Eagles/Ravens, 34010 - Private Land/Land Ownership, 35000 - NCA/SRBOP (general), 35010 - Enhancement requirements
101391	1	2	WESLEY ANDERSON,ROBBIN ANDERSON	I = Individual (s) not affiliated	QC complete	I am writing this comment to voice our displeasure and opposition to the placement of SEGMENT 8 from mile 126 to the Wilson (Hemingway) Idaho Power Substation. This routing of the line is right through the China Ditch subdivision and directly next to our property on China Ditch Road. It runs parallel to Trail Drive Road and is in a (not always) dry river bed.	33000 - Water Resources and Use, 50010 - Segment 8 – Applicants' Proposed Route
101391	2	2	WESLEY ANDERSON,ROBBIN ANDERSON	I = Individual (s) not affiliated	QC complete	We already have one high voltage power transmission line running over the subdivision on the west and we are highly opposed to having another high voltage transmission line on the east to enclose us in and further degrade our property values. Already we deal with decreased property values due to the size of the substation in our "front yard" and the current transmission line. Even the trees we have planted do little to hide the substation from our sight or the noise emitting from the lines.	23000 - Visual Resources, 25030 - Property Values, 34010 - Private Land/Land Ownership, 42000 - Noise
101391	3	2	WESLEY ANDERSON,ROBBIN ANDERSON	I = Individual (s) not affiliated	QC complete	my father has a heart pacemaker and defibrillator that causes heaviness and tightness in his chest every time he attempts to take walks anywhere close to the already existing high voltage transmission lines. Because of that, he is unable to go near these lines. Enclosing our property with additional lines on the east side of our home will likely cause an increase in those symptoms and possibly increased health issues for him.	41000 - Public Safety
101391	5	2	WESLEY ANDERSON,ROBBIN ANDERSON	I = Individual (s) not affiliated	QC complete	we do NOT approve the proposed Segment 8 route through the Morley Nelson Snake River Birds of Prey NCA, and the China Ditch Subdivision. Instead, we do approve the BLM Preferred Alternative Routes that move the lines further away from our homes.	50010 - Segment 8 – Applicants' Proposed Route, 50020 - Segment 8 – Routes considered in the 2013 FEIS
101305	3	1	BLM RAC SUBCOMMITTEE,KAREN STEENHOF	I = Individual (s) not affiliated	QC complete	The statement on Page 6 of the August draft that "the Project would have no adverse impacts of the values for which BOPNCA was designated" is erroneous and misleading. The subcommittee found that the routes through the BOPNCA could minimize adverse impacts on resources, but they did not assert that they would eliminate them. In fact, the draft plan itself acknowledges possible adverse impacts, including habitat fragmentation (page 30), damage to slickspot peppergrass populations (pages 29-30) and increased public access on roads that may increase vandalism, weed infestation, and litter (page 34).	27010 - Special Status Plants, 27020 - Invasive Plants/weeds, 28010 - Habitat Fragmentation, 35000 - NCA/SRBOP (general), 36000 - Recreation, 38000 - Transportation
101305	4	1	BLM RAC SUBCOMMITTEE,KAREN STEENHOF	I = Individual (s) not affiliated	QC complete	In addition, the Project will have visual impacts on the landscape as well as direct impacts to important winterfat communities. The transmission lines will likely attract more ravens to the area. Recent evidence suggests that ravens are predators of Burrowing Owls. The Companies' claim that the transmission lines will have no impact on raptors is not substantiated because the Project could adversely affect raptors now nesting on existing transmission lines that the new lines will replace/ parallel if construction activities are not timed appropriately and if the Project does not provide suitable nesting substrates.	23000 - Visual Resources, 27040 - Native vegetation, 28000 - Wildlife (general), 28020 - Raptors/Eagles/Ravens, 35000 - NCA/SRBOP (general)
101305	5	1	BLM RAC SUBCOMMITTEE,KAREN STEENHOF	I = Individual (s) not affiliated	QC complete	The RAC subcommittee could not endorse the enhancement package presented earlier this year, and the August version has not changed substantially. The Companies' enhancement package does not demonstrate how standards of enhancement will be met during the life of the project. The	12000 - Relationships to other federal laws and policies, 25000 - Socioeconomics, 35010 - Enhancement requirements, 35030 - Applicants' MEP (specific to

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						subcommittee encouraged BLM to take a hard look at the true cost of enhancement and advised that although the enhancement package should not be punitive, it must meet the high standards outlined in the BOPNCA legislation. The subcommittee recommended assessments of the environmental, social and economic benefits and costs of lines crossing the BOPNCA, and it encouraged the BLM and the Companies to derive a valid economic assessment of the benefits and costs of the actions specific to the BOPNCA as part of the NEPA process.	NCA), 35040 - Recommendations for MEP changes, 46000 - Refers to Previously Submitted Comments
101305	6	1	BLM RAC SUBCOMMITTEE,KAREN STEENHOF	I = Individual (s) not affiliated	QC complete	I urge the BLM and the Companies to re-consider the RAC subcommittee comments on the Enhancement package. The May 30 report identifies deficiencies in the plan that still have not been addressed, and it recommends actions that have not been included in the revised plan. The subcommittee found that the Draft Portfolio did not adequately address enhancement of raptor populations and scientific resources and values, and it recommended that the BLM and the Companies re-evaluate priorities The subcommittee recommended that the enhancement package focus on resources within the BOPNCA that are truly in need of enhancement: raptor populations and habitats. The portfolio should be based on a landscape-scale strategy for habitat protection, restoration, and enhancement. It should reduce the emphasis on small microcosms. The RAC subcommittee recommended that the Companies de-emphasize public education in the enhancement plan. The subcommittee found that 1) the BLM already has an excellent public education program for the BOPNCA, 2) many groups are already involved in public education about the BOPNCA, and 3) public education is currently closer to meeting objectives than other programs. The subcommittee recommended re-evaluating whether a land purchase should be a priority because the benefits are not clear. If land purchase is a component of the enhancement package, the subcommittee recommended that some degree of funding should be included to help manage these lands. None of these concerns were addressed in the Companies' revision. The Companies and BLM have invested a great deal of time and money in this project, and it appears they have finally gotten public support for feasible, proposed routes. However, the proposed routes will be dead on arrival if the Companies don't invest more in constructive and effective mitigation and enhancement. Please don't let an insufficient enhancement plan stop the progress that has been made thus far. SPECIFIC COMMENTS ON THE ENHANCEMENT PLAN Page 6: the statement that "the Project would have no adverse impacts of the values for which BOPNCA was designated" is erroneous, misleading, and unsubstantiated. Page 9: Section 2.4 emphasizes the benefits of lattice structures but fails to acknowledge that the double-circuit structures in Segment 9 have been proposed to be tubular metal poles that will not be raptor-friendly. Page 18: the statements that "the transmission line does not adversely affect the resources and values for which this element of the NLCS was designated" and "the project does not have an adverse effect on raptor populations including the raptor prey base, and that no enhancement should be required" are erroneous, misleading, and unsubstantiated. Pages 30-31: As I pointed out in my comments on the draft EIS, these one-mile buffers around nests are meaningless and are not, as claimed, based on the best available science. The probability of affecting raptors depends on topography and other factors, not merely distance. I do not understand why the Companies continue to pursue this useless analysis. Page 31. The statement that "It is clear from the existing literature and	10000 - Conformance with the NEPA process, 28020 - Raptors/Eagles/Ravens, 35000 - NCA/SRBOP (general), 35010 - Enhancement requirements, 35020 - Mitigation suggestions, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 40000 - Electrical Environment, 46000 - Refers to Previously Submitted Comments, 48000 - Design Features

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						observations within the BOPNCA that transmission lines do not adversely affect and apparently enhance the raptor and raven populations" needs to be re-evaluated. Our research (Steenhof et al. 1993) showed that transmission lines COULD (not would) be compatible with raptor nesting, and that nest site modifications could attract raptors and enhance their nesting success. We also stated that we found no short-term effects of electromagnetic fields on raptors but that additional study was needed to evaluate long-term effects. That said, I agree that the BLM's assertions in the Final EIS that enhanced raptor populations will adversely affect prey populations are unfounded. Page 32: The statement that "there was not an influx in the area due to building of the transmission line" is incorrect. Steenhof et al. 1993 reported that the 500-kV transmission line was "responsible for increased numbers of breeding raptors and ravens in the portions of southern Idaho and Oregon that we surveyed."	
101307	1	1	KELLI LEAVITT	I = Individual (s) not affiliated	QC complete	There is no need to look at any other routes and I approve the proposed Segment 8 route that the Regional Advisory Committee has proposed. The RAC has spent hundreds of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA. PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA!	50010 - Segment 8 – Applicants' Proposed Route
101330	1	1	GERALD GUENTZ,LORENE GUENTZ	I = Individual (s) not affiliated	QC complete	I approve the proposed Segment 8 route the Regional Advisory Committee has proposed the RAC has spent hundred of dollars + hours, thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101331	1	1	OPAL WARD	I = Individual (s) not affiliated	QC complete	I support the routes recommended by the RAC subcommittee as seen in Appendix D-10, D-16, and D-22; in the book of maps on Gateway West Segments 8 and 9 - May 30, 2014.	50010 - Segment 8 – Applicants' Proposed Route
101331	2	1	OPAL WARD	I = Individual (s) not affiliated	QC complete	I am disappointed in that the Companies did not accept all of the sub committee recommendations about the mitigation and enhancement plan. There are general recommendations, (see pages 12 and 13) and specific recommendations, (see pages 14 & 15) in the RAC Subcommittee review and comments. (May 30, 2014) I would like to know why Idaho Power did not accept the recommendations of the subcommittee - I would like to ask Idaho Power to expand and refocus their enhancement portfolio per the subcommittee recommendations. Does the BLM think the proposed enhancement will be adequate to meet legislative requirements? How will the standard of enhancement be met? The BLM needs to take a hard look at the true cost of enhancement. The proposed funding levels are too low. There should be larger strategic areas for the habitat restoration. Enhancement measures should improve or at least maintain current raptor population levels.	10000 - Conformance with the NEPA process, 28020 - Raptors/Eagles/Ravens, 35010 - Enhancement requirements, 35020 - Mitigation suggestions, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 46000 - Refers to Previously Submitted Comments
101332	1	1	RICK & KRISTI MORINO	I = Individual (s) not affiliated	QC complete	I strongly encourage you to approve the route proposed for segment 8 that is suggested by the RAC. Please do not chance the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101309	1	2	WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	We are submitting this cd with current scientific literature that we request you fully consider in developing a suitable range of alternatives for the EIS that must minimize harm to sagebrush species, watersheds, recreational uses and enjoyment of public lands and a wealth of other values.	10000 - Conformance with the NEPA process, 28000 - Wildlife (general), 33000 - Water Resources and Use, 36000 - Recreation, 45000 - Literature Used/Not Used
101309	2	2	WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	The scientific literature also addresses risks posed by invasive species linked to grazing, roading, and other disturbances in the project area; and the risks posed by climate change (activities such as grazing that will be occurring across the lands disturbed by Gateway amplify adverse effects of climate change) and many other factors.	27020 - Invasive Plants/weeds, 38000 - Transportation
101309	3	2	WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	We also believe these documents show how flawed the mitigation plan for the Gateway process is – as it does not serve to effectively conserve, enhance and	12000 - Relationships to other federal laws and policies, 28060 - Other Special Status Wildlife, 28070 - Sage-

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						restore sage-grouse and other sensitive and imperiled species habitats, as required by the BLM sensitive species policy, various Land Use Plans, the BLM National Technical Team Report and IMs, and FLPMA. They also highlight the synergistic and cumulative threats facing the native biota impacted b this project.	grouse, 34030 - Federal land Use Plans, 35030 - Applicants' MEP (specific to NCA), 43000 - Cumulative Effects
101309	4	2	WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	As with our comments, protest, Appeals of the preceding process (incorporated in full here), we stress that full current baseline surveys and studies must be conducted for all species of importance and the ecological conditions in this landscape. How viable are current populations of rare or imperiled species? Which populations may suffer significant harm from Gateway? How is poor land health further impacting these habitats and populations?	27000 - Vegetation, 28000 - Wildlife (general)
101309	5	2	WESTERN WATERSHEDS,KATIE FITE,JULIE RANDELL	S = Special Interest Group	QC complete	We request a meeting to discuss our concerns with the current version of the segmented Gateway EIS project with Project Managers. Tis includes what we believe is the purposeful splitting of the process into what now appear to be two EIS processes – yet decisions affecting routes in the current process were made in the previous EIS Record of Decision. BLM must use this current process to correct the seriously flawed route east of Salmon Falls Creek and other areas with high conflicts and that are not in the public interest.	10000 - Conformance with the NEPA process, 51010 - Segment 9 – Applicants' Proposed Route
101353	1	1	MICHAEL STUKEL	I = Individual (s) not affiliated	QC complete	I own 160 acres Southeast of Kuna, Idaho. There is no need to look at any other routes and I approve the proposed Segment 8 route that the Regional Advisory Committee (RAC) has proposed. The RAC has spent hundred of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA. Please do not change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101308	1	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	I am an emeritus scientist with the U.S. Geological Survey. I have conducted and directed research and monitoring of raptors, prey, and vegetation in the SRBOP for nearly 45 years. I also studied colonization and use of the 500 kV PP&L (PacifiCorp) transmission line by raptors and ravens with agency and industry colleagues for 10 of those years. My comments are based on that frame of reference It is good that the Companies adopted the routes recommended by the Boise District Resource Advisory Council (RAC). In my opinion, these routes provide the best alternatives to avoid private land and sagegrouse issues and to minimize human and resource conflicts.	16000 - Generally support project, 28070 - Sage-grouse, 34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101308	2	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	A short-coming of the August 2014 Mitigation and Enhancement Portfolio is that the Companies did not adopt the RAC subcommittee's recommendations in the revision of the portfolio. Because the proposed routes run through the SRBOP, the proposal needs to be accompanied by a substantial plan to mitigate and enhance resources and values within the SRBOP. This plan needs to be accompanied by a strategy to evaluate the effects (enhancing as well as adverse) of the line and to monitor the success of the enhancement and mitigation efforts in the SRBOP. I am pleased to see that portfolio provides a basis in Section 6.3 for developing a plan for monitoring the effectiveness for mitigation and enhancement actions.	20000 - Monitoring, 35000 - NCA/SRBOP (general), 35010 - Enhancement requirements, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101308	3	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	"Although the Enhancement and Mitigation package is quite comprehensive, a major deficiency of the package is that it lacks a monitoring component. Given that the package identifies a fairly substantial investment for many enhancement and mitigation actions, it is very important to evaluate the effectiveness of those actions. For example, I sensed at the meeting that there was not complete agreement on the predicted success rate of the habitat restoration efforts. As I stated at the meeting, I commend the parties involved for proposing to undertake such a challenging effort. However, given the extremely dry climate in the NCA in the recent past and predicted for the future, success of restoration efforts in the low precipitation zone in the	20000 - Monitoring, 27000 - Vegetation, 28020 - Raptors/Eagles/Ravens, 35000 - NCA/SRBOP (general), 35010 - Enhancement requirements, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 46000 - Refers to Previously Submitted Comments

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						Grand View and Bruneau areas could be extremely low. Even in decent precipitation years vegetation restoration in these areas could be a challenge. Given the uncertainty, I believe that restoration efforts should be monitored for effectiveness." "I suggest that the Enhancement and Mitigation package provide for development of a comprehensive, peer reviewed monitoring plan. The monitoring efforts, if designed properly, would provide the opportunity to for adaptive management experiments. The plan should identify the metrics for success. For example, will restoration success be a measure of 101308 Page 1 of 4 vegetation in the restored areas or will it be prey composition and density, or reproductive performance of the nesting raptors?" "Because construction of the transmission lines and the major proposed enhancement actions have the potential to ultimately affect the raptor populations, I believe it is incumbent to monitor the status of the major raptors in the area. I believe that colonization of the transmission line should be monitored much like it was done with establishment of the PP&L 500-kV transmission line in the 1980s (Steenhof et al. 1993). The monitoring of the PP&L line provided valuable information to the utility, and it also identified the effect of the line on the raptor and raven population." "It seems to me that the goal of the large-scale restoration efforts is to enhance the habitat and ultimately enhance or maintain the raptors. In my opinion, evaluating the effectiveness of largescale restoration efforts without assessing raptor populations is falling short of completely evaluating the effectiveness of restoration efforts. A well-designed monitoring effort at the three main trophic levels would serve as a good adaptive management experiment for the restoration efforts." The Companies' position not consider the raptors in the mitigation and enhancement portfolio because they assert that the lines will pose no adverse effects to raptors could be viewed as short-sighted	
101308	4	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	Providing new and secure nesting substrate for many raptor species through construction of the line may be the one of the most positive enhancement efforts the Companies can implement. Also to say the lines will have no adverse impacts on raptors is incorrect. Recent research suggests that ravens are predators of Burrowing Owls, and as Steenhof et al. 1993 have shown, ravens will likely be readily attracted the new 500kV transmission line. If construction activities are not timed appropriately and if suitable nesting substrates are not provided, the Project potentially could adversely affect raptors now nesting on existing transmission lines (such as the Big Baha 138 kV line and the PacifiCorp) that the new lines will replace or parallel	28000 - Wildlife (general), 28020 - Raptors/Eagles/Ravens, 35000 - NCA/SRBOP (general), 35010 - Enhancement requirements, 35020 - Mitigation suggestions, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 48000 - Design Features
101308	5	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	I recommend that the BLM and the Companies re-consider the RAC subcommittee comments on the Mitigation and Enhancement package. As I presented in my January 2014 comments, the portfolio should be based on a landscape-scale strategy for habitat protection, restoration, and enhancement	35020 - Mitigation suggestions, 35030 - Applicants' MEP (specific to NCA), 46000 - Refers to Previously Submitted Comments
101308	6	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	Below are my specific comments: Page 6: the statement that "…the Project would have no adverse impacts of the values for which SRBOP was designated.." is inaccurate. Although there may be "few" impacts to raptors, there could be some adverse effects of the lines as I pointed out earlier in my comments. The portfolio even identified possible negative effects of the lines including habitat fragmentation, damage to slickspot peppergrass populations, and increased public access from the new roads.	27010 - Special Status Plants, 28010 - Habitat Fragmentation, 28020 - Raptors/Eagles/Ravens, 35040 - Recommendations for MEP changes, 38000 - Transportation
101308	7	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	Page 9: Section 2.4 emphasizes the benefits of lattice towers like those on the existing 500 Kv PacifiCorp line in the SRBOP. However, the plan needs to clarify that this only applies to Segment 8. The doublecircuit structures in Segment 9 are proposed to be tubular metal poles. It is my understanding this configuration may not be conducive to nesting raptors	28020 - Raptors/Eagles/Ravens, 35040 - Recommendations for MEP changes, 48000 - Design Features

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101308	8	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	Pages 30-31: The Companies need clarify the use of the 1.0 mile (1.6 km) buffers around nests because the application is unclear. Is this a disturbance buffer? If the buffer is based on Suter and Joness (1981), the buffer is based on opinions and not quantitative research. Also the probability of the line affecting raptors depends on other factors than just distance, such as topography. It is not clear what kind of analysis the Companies are conducting. Page 32: The statement that "Thus there was not an influx in the area due to building of the transmission line….." is not entirely correct. I believe the authors are referring to roosting ravens, but it is not entirely clear as written. This needs to be clarified because Steenhof et al. (1993) documented that the 500-kV PP&L transmission line was responsible for increased numbers of breeding raptors and ravens. Also, the PP&L 500 kV line in the 1980s appeared to have drawn in ravens from outside the NCA the roost on the north boundary of the NCA	28020 - Raptors/Eagles/Ravens, 35040 - Recommendations for MEP changes, 45000 - Literature Used/Not Used
101308	9	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	Page 34. No. 7. It is unclear to me how this property purchase will enhance SRBOP values. The BLM and the Companies need to clarify this matter. I would understand the need if there were a potential threat to the cultural resources.	24000 - Cultural Resources, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101308	10	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	Page 40 (top). I believe that it is important that research and monitoring be part of the list. The portfolio identifies a substantial sum to be spent on restoring about 1,500 A, a minute proportion of the amount of area in need of restoration. Given there are differing views on the probability of success of these restoration projects and few restoration projects in the SRBOP have been successful in the last 30 years, it seems to me that funding for research that assesses the trajectory of the system with or without restoration would be appropriate. For example, preliminary research in the SRBOP suggests that some Golden Eagles are quite resilient in extensively burned habitats and may be adapting to altered environment. I personally think understanding the new system in some cases will be more effective than trying to fight it.	20000 - Monitoring, 28020 - Raptors/Eagles/Ravens, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101308	11	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	Page 43. 6.1.4. I agree that enforcing the management rules and informing the public about the SRBOP is greatly needed. However, given the enormous problems with habitat change and threats to the raptor populations, I am dubious about enhancing the public education program. I agree with the findings of the RAC subcommittee on this matter. The subcommittee found that 1) the BLM already has an outstanding public education program for the SRBOP, 2) many groups are already involved in public education about the SRBOP, and 3) public education is currently closer to meeting objectives than other programs	35020 - Mitigation suggestions, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 46000 - Refers to Previously Submitted Comments
101308	12	1	MICHAEL KOCHERT	I = Individual (s) not affiliated	QC complete	Page 47. The Companies' reasons not to commit to installation of artificial nesting platforms is unclear. It is my impression that the U.S. Fish and Wildlife Service personnel are amendable to nest site enhancements. Also, use of nesting platforms is not new with Idaho Power, particularly on the138 kV Big Bah power line in the SRBOP. I believe that biologists and engineers should collaborate before line construction to develop tower modifications (including nest platforms) that benefit raptors and deter ravens. Nesting platforms were part of the line construction plan in of the 500 kV transmission line erected by PP&L (PacifiCorp) through what is now the SRBOP. This action was a very positive enhancement effort (Steenhof et al. 1993). Pages 49 - 50. I believe that a representative of the USGS, Forest and Rangeland Ecosystem Science Center (FRESC) should be a member of the oversight committee. FRESC scientists, particularity those from the Snake River Field Station (SRFS), have been conducting research and monitoring of all trophic levels in the SRBOP for decades. Respectfully submitted,	28020 - Raptors/Eagles/Ravens, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 48000 - Design Features

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101306	1	3	GOLDEN EAGLE AUDUBON SOCIETY,MICHELE CRIST,SEAN FINN,ALISON LYON-HOLLORAN	S = Special Interest Group	QC complete	These comments follow comments the Golden Eagle Audubon Society submitted to the Bureau of Land Management Resource Advisory Committee Gateway West Subcommittee Co-Chairs (submitted in February 2014). Those comments, which were largely ignored by the Companies during this revision process are included here as Appendix A. General Comments GEAS applauds Rocky Mountain Power and Idaho Power's (hereafter, 'the Companies') pledge to work "in spirit of cooperation" to "meet enhancement requirements" (p. 6) and the thoughtfulness the Companies have put forth for the need for remediation (i.e., habitat restoration component is scaled to the number of acres impacted during construction, p. 35). However, we are shocked and dismayed at the Companies apparent failure to fulfill on that pledge by undercutting prior offers at substantive support for mitigation and enhancement for completion of the Gateway Transmission line. Unlike, prior versions, the August 2014 documents do not give the impression that the Companies are truly enthused about supporting the intent of the National Conservation Area legislation, nor enhancement of raptor populations or habitats. The complete lack of consideration about how tower lattice structures might be modified to benefit raptors, the inaccurate justifications to reduce funds for habitat restoration, and the lack of suitable support for monitoring – all of which we detail below – are disappointing steps backward and, from our perspective, reduce the likelihood that approvals of these proposed routes will occur. GEAS is expecting the Companies to embrace a landscape-scale approach to enhancing SRBOP and implores the Companies to reconsider this portfolio. We caution the Companies that this current substandard approach will reverse GEAS's support for routing Segments 8 and 9 through the NCA, and further, we suspect that this portfolio will be widely disparaged by the emerging array of conservation groups that are rallying around the SRBOP landscape.	20000 - Monitoring, 28020 - Raptors/Eagles/Ravens, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 46000 - Refers to Previously Submitted Comments, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route, 48000 - Design Features
101306	2	3	GOLDEN EAGLE AUDUBON SOCIETY,MICHELE CRIST,SEAN FINN,ALISON LYON-HOLLORAN	S = Special Interest Group	QC complete	GEAS feels the revised portfolio is not in the spirit of cooperation nor extraordinary in any way. We are disappointed that the portfolio offers a substantially reduced fund value for the BLM-preferred routes. We read through the Companies' justification for the reduced Fund Value, and we simply disagree with the ecological justifications as well as areal ratio justifications (5.4, p. 37). We object to the questionable reference to state-and-transition modeling approaches as both a justification that the Companies are not accountable or responsible for some habitat restoration and to somehow suggest that state-and-transition models are a tool to 'write off' some areas because they have crossed into a state that is not restorable. Because this reference is so erroneous, Portfolio reference cannot be considered "science-based". Leaving that egregious inappropriate use aside (though we suggest the portfolio authors consult with professionals that design and use such models), we do not agree that "baseline" should be considered current condition of the vegetation (page 36). Enhancement implies a functioning, resilient system and the current condition is not. Pay attention here: if the vegetation community, especially under Segment 9, was in a native functioning state, GEAS would have not recommended it as a potential route. The fact that that area is already degraded is justification for routing a transmission line there, not an excuse for habitat restoration mitigation in the SRBOP. The term 'mitigation' implies a trade off, space-for-space. Neither the Companies nor GEAS intended that the restoration would occur immediately under the lines, but rather that restoration is intended to occur on "off-site small-project" areas (Section 5.3, p. 36). Therefore, the current condition of vegetation in the project "footprint" is irrelevant. We are	27000 - Vegetation, 35000 - NCA/SRBOP (general), 35010 - Enhancement requirements, 35020 - Mitigation suggestions, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes

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						highly disappointed the Companies use this inference in the first place, and we are insulted they pass this off as "science-based". Please reconsider – move back toward a spirit of cooperation – and account for the full project footprint (both temporary disturbance and long-term occupancy) when calculating restoration investment ratios.	
101306	3	3	GOLDEN EAGLE AUDUBON SOCIETY,MICHELE CRIST,SEAN FINN,ALISON LYON-HOLLORAN	S = Special Interest Group	QC complete	Our second concern is the apparent pull back from the spirit of cooperation (POD Supplement, pages 6, 9, 18, 24) in the new Portfolio. In short, the Companies will sustain equal benefit (amount of power transmitted) no matter where the lines are routed, so why would they offer approximately ½ of the Fund value for BLM-preferred routes (Table 10, p. 49) vs. Proposed routes (Table 9, p. 49). This seems like basic economics. The Companies calculated in their Dec. 2013 Portfolio a Fund Value that was acceptable to the overall cost of routing, therefore, that fund value (approximately $8.5 million) should be economically viable for the BLM preferred routes described in the August 2014 Portfolio. Instead, the Companies trimmed the margin. GEAS does not consider that extraordinary by any means. In fact, it occurs to us that it is rather ordinary, and a tactic employed by an organization acting exactly opposite of a "spirit of cooperation". Our admittedly pedestrian assessment of the economics differences among the Proposed routes and the BLM preferred routes is exactly opposite of the revised offer by the Companies. We estimate that the BLM preferred routes will be shorter than the Proposed Routes by about 10 miles. At a rough guess of $1 million/mile installation costs, the new routes are saving the Companies about $10 million. Further savings incurred by not having to build as many roads, not having to obtain costly private-land easements, and the availability of flat terrain routing (as opposed to weaving through Owyhee canyon lands and between and around farms and residences) would certainly reduce installation costs. As GEAS suggested right from the beginning, routing lines through SRBOP could be a win-win-win for sage-grouse, raptors, the SRBOP, and the Companies. We are now beginning to seriously doubt the Companies spirit of cooperation. Instead of enthusiastically acknowledging the increased efficiencies achieved by routing through SRBOP and applying some of those cost-savings to improving conditions for raptor populations and habitat, the Companies pulled back, taking a nickel-and-dime approach, and seriously undercut the support and trust they initially garnered from GEAS, other stakeholders, and the RAC subcommittee. GEAS implores the companies: change your stance, invest in the SRBOP, and move ahead with us as a highly valued partner in an enhanced SRBOP.	25000 - Socioeconomics, 35000 - NCA/SRBOP (general), 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101306	4	3	GOLDEN EAGLE AUDUBON SOCIETY,MICHELE CRIST,SEAN FINN,ALISON LYON-HOLLORAN	S = Special Interest Group	QC complete	We are also surprised that the Companies would undercut the cost of restoration per acre and not incorporate the cost of restoration per acre calculated in the Gateway West Transmission Line FEIS, released on April 26, 2012. Appendix J and associated tables (6, 7, 8, 9, p. 14-16 and Table D4, p. D-7) describe the methodology for determining costs for mitigation and is prepared by SWCA consultants, Idaho BLM, and Wyoming Fish and Game. Proposed mitigation costs for sagebrush restoration range from approximately $4000.00 to $8200.00 per acre and include a 50% markup for indirect costs associated with implementation such as writing of contracts, etc. This approach was developed by Allen et al. (2005) and is supported in the economic literature. The Companies must reconsider their mitigation and enhancement costs and follow methodologies that calculate accurate mitigation and enhancements costs, as well as include ongoing costs resulting from loss of services (e.g. tourism and habitat) that the SRBOP NCA will incur during transmission line construction.	25000 - Socioeconomics, 35010 - Enhancement requirements, 35020 - Mitigation suggestions

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101306	5	3	GOLDEN EAGLE AUDUBON SOCIETY,MICHELE CRIST,SEAN FINN,ALISON LYON-HOLLORAN	S = Special Interest Group	QC complete	Highly inaccurate success estimate for restoration of native plant communitiesEstimates of 80% success at restoration plots, as we suggested in prior comments, is grossly overstated for revegetation efforts in the SRBOP. The Companies continued reference to those success ratios indicates they are not being sensitive to the vast amount of local plant community ecology and restoration knowledge available. We contend that the habitat treatment success rates estimated in the Portfolio (80%) counters what restoration ecologists working in the SRBOP have found. The success of treatments in the precipitation and temperature zone occupied by SRBOP has very low restoration success for reseeding and other habitat enhancements using traditional approaches (M. Germino, D. Shinneman, and D. Pilliod, pers. comm., USGS) due to SRBOP susceptibility to invasion by cheatgrass and accelerated fire cycle. Some habitat projects for the sole purpose of vegetation enhancement have actually increased the spread of cheatgrass. Work by Brooks and Chambers (2011) on resistance and resilience highlights the difficulties that must be confronted by restoration efforts in these dry, low elevation areas and represents the kind of science that should be understood before implementing a restoration plan in the SRBOP. The Companies must reconsider these erroneous estimates and adjust per-acre investments appropriately.	27000 - Vegetation, 35000 - NCA/SRBOP (general), 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 45000 - Literature Used/Not Used
101306	6	3	GOLDEN EAGLE AUDUBON SOCIETY,MICHELE CRIST,SEAN FINN,ALISON LYON-HOLLORAN	S = Special Interest Group	QC complete	Missed opportunity to enhance raptor nesting and perching sites The Companies claim that the transmission lines will have no impact on raptors (POD Supplement, page 33) is not substantiated because the Project could adversely affect raptors now nesting on existing transmission lines if the new structures do not have suitable alternative nesting substrates. Section 2.4 of the POD Supplement emphasizes the benefit of lattice structures but fails to acknowledge that the double-circuit structures in Segment 9 are proposed to be tubular metal poles that will not be raptor-friendly. Research in the NCA has shown that transmission lines might be beneficial to raptors (Steenhof et al. 1993). But that benefit is not inherent: nest site modification might be necessary to ensure they provide suitable, safe benefit to raptors. The Companies failure to commit to installation of artificial nesting platforms (page 47) is very disappointing, especially since the Companies highlight and advertise this practice in literature describing their corporate social responsibility. It is essential that engineers work with biologists – and SW Idaho is highly populated with very experienced raptor biologists – before line construction to ensure that tower modifications include safe, effective nest platforms that benefit raptors and deter ravens.	28020 - Raptors/Eagles/Ravens, 35000 - NCA/SRBOP (general), 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 48000 - Design Features
101306	7	3	GOLDEN EAGLE AUDUBON SOCIETY,MICHELE CRIST,SEAN FINN,ALISON LYON-HOLLORAN	S = Special Interest Group	QC complete	The Companies claim that prey populations are not affected by the enhancement of raptor and raven populations is utterly false. The Companies failed to implement a complete literature review on the effects of transmission lines on prey populations due to an enhancement (increase) of avian predators. Benitiz-Lopez 2014, Coates et al. 2014, Coates and Delehanty 2010, Dinkins 2013, Howe et al. 2014, Leu and Hanser 2011, and Shroeder, 2010 demonstrate the effect of enhanced avian predator populations resulting from transmission lines on prey populations. This effect has been largely studied now in sage-grouse populations and is why we recommend avoiding transmission line construction in or within close proximity to sage-grouse habitat. Furthermore, there is much literature available on the negative effects transmission lines have on small mammal populations due to habitat fragmentation causing loss and degradation of habitat and isolated populations	28000 - Wildlife (general), 28010 - Habitat Fragmentation, 28020 - Raptors/Eagles/Ravens, 28070 - Sage-grouse, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 45000 - Literature Used/Not Used

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101306	8	3	GOLDEN EAGLE AUDUBON SOCIETY,MICHELE CRIST,SEAN FINN,ALISON LYON-HOLLORAN	S = Special Interest Group	QC complete	Lack of a reliable monitoring strategy Permit PL 103-64 charges the BLM with demonstrating that the enhancement program will result in a net benefit to SRBOP for the duration of the permit. Because the Companies have not shown the needed investment in monitoring of raptor population, prey response, and habitat restoration, GEAS feels the Companies may invalidate the intent of the permit. Monitoring is an essential part of the mitigation and enhancement program and the Companies must appropriately fund the costs of a well-rounded, long-term monitoring strategy that address the investments of this draft MEP. With appropriately funded monitoring, the Committee and BLM would be able to assess and identify restoration strategies that work best, evaluate recovery rates and responses of wildlife to those strategies over time, and fully utilize an adaptive management approach. This in turn would benefit all stakeholders involved, especially the Companies. Results of this inclusive monitoring strategy could save the Companies millions in the future, allowing them to target essential habitat restoration/mitigation and enhancement practices beneficial for future transmission line projects. However, if monitoring is not adequately funded, results will be lost and BLM will not be able to demonstrate that the Companies mitigation and enhancement investment was successful. Again, GEAS believes that results and information gathered from an efficient monitoring strategy can be very useful in demonstrating the Companies' corporate social responsibility and commitment to the public at large.	20000 - Monitoring, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101306	9	3	GOLDEN EAGLE AUDUBON SOCIETY,MICHELE CRIST,SEAN FINN,ALISON LYON-HOLLORAN	S = Special Interest Group	QC complete	Conclusion The Companies state: "Though the Companies believe that the project does not have an adverse effect on raptor populations, including the raptor prey base, and that no enhancement should be required, in the spirit of cooperation offer this Draft MEP to allow the BLM to approve routes across the BOPNCA…." p. 18. We believe that this proposal does not demonstrate a "spirit of cooperation". This proposal saves the Companies millions of dollars in construction and yet they refuse to fund actual costs of mitigation and enhancement for the SRBOP NCA that Idahoans care deeply about. This statement indicates that the Companies have not read or understand the scientific literature demonstrating the effects of transmission lines and corridors across the United States. The scientific literature has demonstrated, over and over again, that transmission lines significantly fragment landscapes resulting in smaller patches of habitat, cause a direct loss of wildlife habitat, kill migrating birds, alter wildlife movements, are a conduit for invasive species , and are not desired near private lands because they significantly reduce property values.	25030 - Property Values, 27020 - Invasive Plants/weeds, 28000 - Wildlife (general), 28010 - Habitat Fragmentation, 28040 - Migratory Birds, 34010 - Private Land/Land Ownership, 35030 - Applicants' MEP (specific to NCA), 45000 - Literature Used/Not Used
101306	10	3	GOLDEN EAGLE AUDUBON SOCIETY,MICHELE CRIST,SEAN FINN,ALISON LYON-HOLLORAN	S = Special Interest Group	QC complete	Appendix A: Comments submitted to the Bureau of Land Management Resource Advisory Committee Gateway West Subcommittee Co-Chairs (February 2014) in response to the Mitigation and Enhancement Portfolio, Version 2, (dated 1/10/2014). General Comments: GEAS applauds Rocky Mountain Power and Idaho Power's (hereafter, 'the Companies') effort to work "in spirit of cooperation" to "meet enhancement requirements" (page 6) and the thoughtfulness the Companies have put forth for the need for remediation (i.e., habitat restoration component is scaled to the number of acres impacted during construction, page 35). The Portfolio indicates that the Enabling Legislation for SRBOP, Public Law 103-64, established the SRBOP in 1993 for the "…conservation, protection and enhancement of raptor populations and habitats and the natural and environmental resources and values associated therewith, and of the scientific, cultural, and educational resources and values…." Section 2(4) of the Act defines the term "raptor habitat" to include the habitat of the raptor prey base as well as the nesting and hunting habitat of raptors within the conservation area. Furthermore, it	35000 - NCA/SRBOP (general), 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 46000 - Refers to Previously Submitted Comments

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						references the 2008 SRBOP Resource Management Plan (RMP) indicating: "the SRBOP is managed by BLM under the concept of dominant use rather than multiple use. This means that prior to authorizing uses, BLM determines the compatibility of those uses with the purposes for which the NCA was established." Based on the Public Law and the RMP, the Portfolio states (Page 33, Sect. 8.2) that, "locating utilities within these (designated) corridors is consistent with the RMP and with the enabling legislation for the SRBOP and therefore should require no additional enhancement to be consistent with the enabling legislation." GEAS does not agree with this position. Degradation to raptor habitat as a result of powerline construction is not consistent with enabling legislation. Enhancement therefore is a required act to mitigate for reduction and damage to raptor habitat, not simply an in-kind act "in the spirit of cooperation". Further, it is the Companies responsibility as a direct economic beneficiary of the line installation to ensure – for the long-term – that raptor habitat is not degraded as a result of the powerline. The Portfolio correctly cites the SRBOP RMP stating, "to stabilize and increase the small mammal prey base, remnant upland native shrub must be preserved, interconnected and expanded (page 36)". Thus, to meet RMP objectives as well as operate in the spirit of cooperation, the Companies should be seeking to expand and inter-connect native vegetation in order to achieve objectives stated in the RMP. GEAS contends that the Companies are in a positive economic situation right now as they have saved significant expenses by routing Sections 8 and 9 through SRBOP – a decision GEAS vocally supported with comments submitted during the Final Environment Impact Statement comment period. The Companies saved substantial dollars by using SRBOP because the route covers fewer miles, there is less need to compensate private landowners, and there are minimal new road construction costs. Funding the restoration approach we propose is not out of the realm for the Companies and is in the Companies best interests to demonstrate their social responsibility and sustainability highlighted in their business plans and reports. Specific Comments and Recommendations The most critical component to long-term stability of the world-renowned raptor populations of SRBOP is maintenance and enhancement of native vegetation communities that support diverse, abundant prey bases for the raptors. Therefore, GEAS provides comments that can lead to the direct actions necessary to achieve habitat restoration and enhancement goals. GEAS proposes the use of an integrated and adaptive approach where restoration is applied. We contend that the habitat treatment success rates estimated in the Portfolio (80%) counters what restoration ecologists working in the SRBOP have found. The success of treatments in the precipitation and temperature zone occupied by SRBOP has very low restoration success for reseeding and other habitat enhancements using traditional approaches (M. Germino, D. Shinneman, and D. Pilliod, pers. comm.) due to SRBOP susceptibility to invasion by cheatgrass and accelerated fire cycle. Some habitat projects for the sole purpose of vegetation enhancement have actually increased the spread of cheatgrass. Work by Brooks and Chambers (2011) on resistance and resilience highlights the difficulties that must be confronted by restoration efforts in these dry, low elevation areas and represents the kind of science that should be understand before implementing a restoration plan in the SRBOP. Cheatgrass presence complicates these efforts. The invasion of cheatgrass has changed the fire frequency in sagebrush systems such as the SRBOP where, prior to cheatgrass invasions, fire occurred on average every 70 years. Cheatgrass presence has accelerated fire return intervals to 5 to 7 years, a drastic change that has completely altered habitat in the SRBOP and makes remnant stands of native	

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						vegetation a vital element of the long-term health of SRBOP and its ability to support raptors. Thus it is critical to first protect remnant sagebrush patches using firebreaks (i.e., forage kochia) as proposed by the BLM fuels experts (L Okeson, pers. comm.). As restoration activities progress, firebreaks may be modified (i.e., replaced with native vegetation to connect restored areas and planted around the newly restored and connected patches) to help ensure protection from future fire. Likewise, much effort has been expended on habitat enhancement in SRBOP, yet we know very little about what factors influence success and failure. GEAS proposes a restoration approach that is informed by ongoing research, designed to test and improve our knowledge as restoration is implemented, spatially explicit, and timed to appropriately capitalize on optimal weather conditions. Ongoing restoration research carried out by the NCA Restoration Working Group is well suited to inform the Companies restoration efforts as they develop new techniques and understand the importance of seasonal and annual timing of implementation as a key factors influencing success (M. Germino, D. Shinneman, and D. Pilliod, pers. comm.). The Work Group should be a key element of project planning and their published information and monitoring data should be employed as specific strategies are developed. Restoration initiated through the Enhancement and Mitigation Portfolio should start with these data in hand. Initial restoration plots should be placed and planted so they build upon and improve the research data, and bridge to application at larger spatial extents. That is, plots should be placed in areas that will eventually connect remnant native vegetation patches and seeded/planted in a range of treatments the Work Group research shows have higher success probabilities. This approach is critical to prepare for the second, larger application: because the actual restoration implementation must be timed with optimal weather, this “learn-do” approach will increase the likelihood of success when full implementation occurs. GEAS recommends that this restoration approach begin with the identification of the key remnant native sagebrush patches within the SRBOP that exhibit ecological integrity and are still “intact”. These areas are the “base” for this type of approach. The second step would focus restoration efforts in areas between these key remnant patches in an effort to connect these key areas together. The overall goal of this approach is to eventually create ecologically intact, large, and connected sagebrush areas important for the many species that thrive in these conditions. The timing of restoration actions as specified above and success for restoration is dependent upon precipitation (large rain events) in the spring before restoration actions (planting, etc.) occur. It is imperative that restoration funds be flexible. Funds must be banked and allocated when the conditions are right for restoration actions. The restoration fund can be accessed when the conditions are prime for restoration actions. GEAS recommends the funding committed by the Companies be established as a Trust Fund which is managed by a Board or Oversight Committee. The Committee should have discretion to apply or reserve funding in a time-sensitive context (i.e, commit restoration funds in positive weather years). The Trust would serve a second function as a pot of ‘matchable’ dollars that could attract additional funds to augment restoration of SRBOPA. As restoration actions occur, monitoring must be implemented to quantify and understand where and why success rates are high, address challenges and failures, and allow for adapting the restoration approach over the years so that the dollars spent on restoration will be successful over the long-term. The Portfolio fails to specify a monitoring effort. This is an important aspect that must be addressed and is crucial to the success of this approach. If vegetation reestablishment is the goal, then appropriate	

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						vegetation monitoring protocols must be put in place with data collected both before and after construction on the line, within the key remnant sagebrush patches, and at sites designated for restoration and mitigation. Monitoring needs to be carefully considered and matched to expected outcomes temporally and ecologically. For example, restoration actions over a relatively small proportion of SRBOP are not likely to have measurable effects on, for example, prairie falcon populations across the entire SRBOP. It may, however, have some influence on nest success or breeding density of proximal nesting territories. Likewise, demographic response by prairie falcons may lag habitat recovery by several years. These examples illustrate the need for a thoughtful monitoring approach that begins with fine-resolution, vegetation monitoring and eventually scales to measuring the response by raptors that are most likely to be influenced by the restoration. The monitoring strategy should be implemented using an experimental design, where “control areas” and “experimental areas” are monitored so that comparisons can be made to determine successes, address failures, and inform late stage and future restoration actions accordingly. Again, this monitoring effort is critical to the adaptive restoration process and is required by BLM regulations. GEAS proposes action on an overall approach that meets the enabling legislation and RMP guidance, employs the best science while engaging the fuels expertise at BLM, and sets the stage for a more programmatic approach to habitat recovery in the SRBOP. Coordination between BLM land managers and ecologists, the Companies’ natural resource and administrative specialists, and the NCA Restoration Working Group is critical to implement this approach. GEAS is committed to this collaborative, adaptive approach and pledges continued participation where appropriate. Additional Comments on Enhancement and Mitigation Recreational Shooting Although not directly addressed in the Portfolio, GEAS members are strongly in favor of a shooting closure within 200 yards of new and existing powerlines as well as access roads. A shooting closure is consistent with and supports a range of recommendations and offerings in the Portfolio. For example, the Portfolio indicates that, “access roads … may increase the risk of vandalism … (page 32).” A shooting ban of 200 yards from roads and powerlines would be enforceable (consistent with Law Enforcement provisions, page 37) and discourage both firearm-caused vandalism and additive mortality to raptors and prey. Furthermore, we contend that one of the greatest threats shooting brings to the SRBOP is the potential for fire ignition. There are numerous incidents of target-shooting-related fire ignitions in southwest Idaho, some of which sparked immense, destructive blazes. Wildfire is a recognized threat to native vegetation (and consequently small mammals and raptors) in the SRBOP and an economic threat to the powerlines. A shooting ban would reduce all of these threats and, when paired with increased law enforcement, is completely enforceable. Vegetation Restoration (reclamation) Regarding plant/seed mixtures: Page 36 states “mixes should include shrubs that are suitable for small mammals.” While we don’t argue with this intent, we expect that shrubs and forbs planted and seeded need to be a close match to the local soil and climate conditions… i.e., native plants. It’s important this is clearly stated. Regarding the need for better (more accurate and precise) maps of proposed restoration: I.e., “… developing a geodatabase layer using the proposed facility locations and then overlaying that “footprint” database, whether for construction or operation footprint, with the relevant vegetation or land ownership geodatabase layer.” GEAS recommends the restoration effort be fully informed with highly accurate spatial data and planning. SRBOP is one of the best-mapped areas in Idaho with a long history of spatial data. In	

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						preparation for spatial planning, the best available data on historic restoration activity and restoration research should be overlaid with topography, soils, fire perimeter and other GIS layers to ensure proper construction sighting, mitigation siting and restoration actions. Page 36: “in accordance with the RMP, habitat restoration projects should be located in areas where it is most beneficial to raptor prey populations” therefore a spatial component to the restoration exercise is essential. Need ‘security’ fund for fire response on top of management; page 32 cites a concern that “access roads … may increase risk of vandalism, weed infestation, litter, etc.” We feel that the increased risk of fire ignition is the most critical threat posed by increased access. Some 80% of fire ignitions in the NCA are human-caused (L. Okeson, pers. comm.). We agree, that access also means quicker response to fire ignition but we also know that fires expand rapidly. Therefore we suggest a dedicated effort to sign the areas regarding risks and costs of wildfire and a proactive effort to deter ignitions (including a firearm ban). Raptor nest/perch augmentation Proactive retrofitting is an important element especially to honor the intent of the NCA as a world-renown site for Birds of Prey (NCA not an end unto itself … they are identified and situated for specific resource functions; SRBOP specifically designated for raptors, use for other purposes must be compatible with enhancements for BOP). GEAS recommends retrofitting existing structures where appropriate to enhance nest and perch sites for raptors. Leave structures on removed lines Page 39 and 40, referring to removal of Swan Falls to Bowmont line and Mountain Home to Bennet line: GEAS recommend the companies do not remove structures that are suitable for raptor and raven nest and perches. We recognize there may be safety considerations but recommend that all structures that are not deemed unsafe be left. In addition to opportunities for raptors and ravens, many cavity nesting (excavators and secondary) will benefit from the nest site opportunities. Furthermore, a wide variety of birds would benefit for the elevated perch opportunities. We recommend that cost savings of structure removal be redirected to (1) decommissioning and restoration of the service roads for these lines (thus improving and protecting slickspot peppergrass habitat), and (2) enhancements on the primary lines. GEAS recommends the Enhancement Portfolio reference using ‘state of the art’ guidelines to add desirable nest opportunities. Monitoring As stated above, monitoring needs to be a specific element of the Portfolio. GEAS recommends that the Portfolio references the BLM Assessment Inventory and Monitoring program and any local (i.e., NCA specific) monitoring protocols and specifically describes the need for targeted monitoring of vegetation response to restoration, small mammal population trend, and raptor response to nest and perch enhancement. Monitoring is best conducted under an experimental design so trials inform subsequent efforts and expenditures. Vegetation Page 36: … “to stabilize and increase the small mammal prey base, remnant upland native shrub must be preserved, interconnected and expanded.” Monitoring of upland native shrub is critical to measure success of restoration actions. Prey base Page 36: Citing the SRBOP RMP: the greatest benefit to raptors is in the stabilization of the prey base” thus no amount of restoration nor reclamation will meet RMP standards unless the prey base responds and the only way to accurately test this is through monitoring of the prey populations themselves. Raptors Monitoring protocols should be put in place to understand the effects of the line and help target measures to address any negative impacts through further management action. Ultimately enhancement measures should improve or at least maintain current population numbers in the area. Again, Golden Eagle Audubon Society Board of Directors appreciates this opportunity	

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						to comment on the Gateway West Enhancement and Mitigation Portfolio. We look forward to further engagement in successful siting of the Gateway West line in SRBOP and in successfully enhancing native vegetation, small mammal, and raptor communities in southwest Idaho. On behalf of the Golden Eagle Audubon Society Board of Directors, Sean Finn Conservation Committee Chair	
101351	1	1	L CLARK OLSEN	I = Individual (s) not affiliated	QC complete	I agree with the proposed route for segment 8 as proposed by RAC.	50010 - Segment 8 – Applicants' Proposed Route
101351	2	1	L CLARK OLSEN	I = Individual (s) not affiliated	QC complete	I do not agree with any plan to route the transmission line thru farms, dairies & other private land near Kuna & Melba. I have seen how transmission lines in other states have disrupted private land / property and we don't need a line running thru private properties the proposed route is the best alternative if we have to have any choice in the matter.	25060 - Agriculture, 34010 - Private Land/Land Ownership, 37000 - Agriculture (includes crop production, dairies, cattle feedlots, and grazing)
101352	1	1	TIM FONTAINE	I = Individual (s) not affiliated	QC complete	Looking at other routes is not needed. Segment 8 route I approve please don't change the route from NCA area.	50010 - Segment 8 – Applicants' Proposed Route
101354	1	1	KASPER LAND CATTLE LLC,TOM KASPER	I = Individual (s) not affiliated	QC complete	My concern is the location of Segment 8. We have a dairy operation located North of the Snake River in Melba close to Celebration Park. The proposed location of the second row of power lines will be 905 feet from the cow corral steel fence. My question is what impact the dairy operation would receive from a high voltage power line. Will the high voltage affect dairy cows dry matter feed consumption, lower milk production, milk quality, behavior, and conception rates> If the power lines do come close to the dairy operation, I would then have to record and take measurements of the previously mentioned concerns prior to the newly installed power lines is charged. Another concern is what affect high voltage would have on the milk barn equipment. We have several sensitive electronic computer controlled mechanical operation of the micro switches. Our diary is a 24/7/365 constant operation. Any impact to the dairy operation would be economically severe.	20000 - Monitoring, 25000 - Socioeconomics, 25060 - Agriculture, 37000 - Agriculture (includes crop production, dairies, cattle feedlots, and grazing), 40000 - Electrical Environment, 50010 - Segment 8 – Applicants' Proposed Route
101354	2	1	KASPER LAND CATTLE LLC,TOM KASPER	I = Individual (s) not affiliated	QC complete	Another concern is the location of a second power line close to Celebration Park. Even though the proposed second power line will be located just north of the existing power line, it still is quite visual to the public at the Park. One power line can be ignored put a second line would give a negative industrial look. I would think that kind of perception would take away the wilderness concept from the public minds if there were to happen. A lot has been invested in this park and it is visited by large groups weekly.	23000 - Visual Resources, 34040 - Wilderness/Wild and Scenic Rivers , 36000 - Recreation
101355	1	1	RALPH CLAYTON	I = Individual (s) not affiliated	QC complete	Please do not change the route from the NCA. There is no need to look at other routes and I approve the proposed Segment 8 route that the RAC has proposed.	50010 - Segment 8 – Applicants' Proposed Route
101356	1	1	KENNETH WIRZ	I = Individual (s) not affiliated	QC complete	There is no need to look at other routes. I approve the proposed segment 8 route that the RAC has proposed. Please do not change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101357	1	2	JAMES GOULD,JOYCE GOULD	I = Individual (s) not affiliated	QC complete	We strongly recommend the proposed Segment 8 route recommended by the RAC, the Regional Advisory Committee. Thousands of dollars and a multitude of man hours were spent in reviewing many routes. They concluded the best route was through NCA proposed location. PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA.	50010 - Segment 8 – Applicants' Proposed Route
101361	1	1	LYONS DEVELOPMENT, LLC,BARTON FRED LYONS	I = Individual (s) not affiliated	QC complete	There is no need to look at new routes and I approve the proposed segment 8 route that the Regional Advisory Committee has proposed. RAC has spend hundred of hours and thousand of dollars on the proposal. Please do not deviate from their proposed route through the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101303	1	3	IDAHO CONSERVATION LEAGUE,THE WILDERNESS SOCIETY,CONSERVATION LANDS FOUNDATION,NADA CULVER,DANIELLE MURRAY,JOHN ROBISON	S = Special Interest Group	QC complete	During the Supplemental EIS process, BLM must consider all the route options submitted by the subcommittee. The BLM cannot be biased towards an option or else the EIS would become a "foreordained formality" and not meet the requirements of NEPA. In order to avoid any question of bias during the SEIS process, the BLM should not give undue weight to the routes recommended	10000 - Conformance with the NEPA process, 15000 - Comparison of Alternatives, 35000 - NCA/SRBOP (general), 50030 - Segment 8 – RAC Route Options, 51030 - Segment 9 – RAC Route Options

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						by the subcommittee. The subcommittee identified a dozen or more routes and segments of routes that could be pieced together to meet the proponent's needs that are outside the NCA. BLM must equally consider these viable routes.	
101303	2	3	IDAHO CONSERVATION LEAGUE,THE WILDERNESS SOCIETY,CONSERVATION LANDS FOUNDATION,NADA CULVER,DANIELLE MURRAY,JOHN ROBISON	S = Special Interest Group	QC complete	The BLM has a legal requirement to manage the NCA for the "protection, maintenance, and enhancement of raptor populations and habitats" and "the natural and environmental resources and values associated therewith, and of the scientific cultural, and educational resources and values" (16 U.S.C 460iii-3(b)(7)). Secretarial Order 3308 further expounded on these conservation standards by stating, "BLM shall ensure that the components of the [National Conservation Lands] are managed to protect the values for which they were designated, including, where appropriate, prohibiting uses that are in conflict with those values." To be a viable option, the BLM must show that the siting, construction and maintenance of a transmission line through the NCA protects, maintains or enhances: 1) raptor populations and habitat; and 2) natural, environmental, scientific, cultural and educational resources and values.	24000 - Cultural Resources, 28020 - Raptors/Eagles/Ravens, 35000 - NCA/SRBOP (general), 35010 - Enhancement requirements
101303	3	3	IDAHO CONSERVATION LEAGUE,THE WILDERNESS SOCIETY,CONSERVATION LANDS FOUNDATION,NADA CULVER,DANIELLE MURRAY,JOHN ROBISON	S = Special Interest Group	QC complete	In 2012, the BLM released Policy Manual 6220, which set specific guidance for BLM concerning the granting of new rights-of-way through units of the National Conservation Lands. In fact, it creates a presumption the BLM will not approve new rights-of-ways in National Monuments and National Conservation Areas. The manual states: "To the greatest extent possible, subject to applicable law, the BLM should through land use planning and project-level processes and decisions, avoid designation or authorizing use of transportation or utility corridors within Monuments an NCAs. To that end, and consistent with applicable law, when developing or revising land use plans for Monuments and NCAs, the BLM will consider" a. Designating the Monument or NCA as an exclusion or avoidance area; b. Not designating any new transportation or utility corridors with the Monument or NCA if the BLM determines that the corridor would be incompatible with the designating authority or the purposes for which the Monument or NCA was designated; c. Relocating any existing designated transportation and utility corridors outside the Monument or NCA. The BLM must apply its own policy and the appropriate standards when considering siting segment 8 and 9 of the Gateway Transmission Line.	12000 - Relationships to other federal laws and policies, 34030 - Federal land Use Plans, 35000 - NCA/SRBOP (general), 50000 - Segment 8 General, 51000 - Segment 9 – General
101303	4	3	IDAHO CONSERVATION LEAGUE,THE WILDERNESS SOCIETY,CONSERVATION LANDS FOUNDATION,NADA CULVER,DANIELLE MURRAY,JOHN ROBISON	S = Special Interest Group	QC complete	In our view, the proponents suggested Mitigation and Enhancement Portfolio is wholly inadequate and based on erroneous and misleading assumptions. We agree with the section of comments submitted by subcommittee co-chair Karen Steenhof that pertain to the inadequacy of the Portfolio and the proponent's mischaracterization of impacts on the NCA. The Portfolio must more thoroughly, meaningfully and effectively address the impacts to the resources of the NCA. Mitigation and enhancement efforts need to be in effect as long as the impacts of the transmission line are present. We would also note that a mitigation and enhancement portfolio should not be considered until BLM has shown that siting, building and maintaining a transmission line cannot be otherwise routed and will ultimately protect and enhance the resources and values of the NCA.	35010 - Enhancement requirements, 35020 - Mitigation suggestions, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 46000 - Refers to Previously Submitted Comments
101303	5	3	IDAHO CONSERVATION LEAGUE,THE WILDERNESS SOCIETY,CONSERVATION LANDS FOUNDATION,NADA CULVER,DANIELLE MURRAY,JOHN ROBISON	S = Special Interest Group	QC complete	Effects on Sage GrouseThe siting of Segments 8 & 9 requires BLM to balance several conflicting policies and interests; BLM is required to evaluate impacts, mitigation and protection opportunities for a variety of resources on both public and private land. We are particularly concerned about the impacts to sage grouse. The U.S. Fish and Wildlife Service has found the greater sage	19000 - Mitigation (general), 28070 - Sage-grouse, 46000 - Refers to Previously Submitted Comments

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						grouse warrants protection under the Endangered Species Act. During the SEIS process, the BLM should consider avoiding, minimizing and mitigating harmful, and potentially irreversible impacts to sage grouse. (Please refer to an October 12, 2012 Letter, submitted by The Wilderness Society, Idaho Conservation League, The Nature Conservancy in Idaho and the Conservation Lands Foundation).	
101310	1	1	US ENVIRONMENTAL PROTECTION AGENCY, REGION 10,ERIK PETERSON	G = Government	QC complete	We continue to believe that the EIS should include a discussion of who would manage the In-Lieu Fee (ILF) for this project's unavoidable aquatic resource impacts. We also continue to believe that the EIS should discuss reasons why an ILF would be the appropriate approach. We recommend that the BLM obtain a status update for this project's Clean Water Act Section 404 compensatory mitigation efforts from the Corps of Engineers and provide related information in the SEIS. An update on mitigation efforts for aquatic resources would help to ensure that project impacts on Segments 1-7 and 10 are consistent with the 2013 Final EIS.	18000 - Comments on segments 1 to 7 & 10, 19000 - Mitigation (general), 27030 - Wetlands/Riparian vegetation, 33000 - Water Resources and Use, 46000 - Refers to Previously Submitted Comments
101310	2	1	US ENVIRONMENTAL PROTECTION AGENCY, REGION 10,ERIK PETERSON	G = Government	QC complete	With regard to siting constraints, we continue to believe that flexibility in setting transmission line separation distances can help reduce impacts to sensitive resources. We are pleased to see the BLM's and the applicants' efforts to utilize smaller common corridors and opportunities to "double circuit" new and existing transmission lines. We agree that these are useful techniques for reducing the physical and visual footprint of new lines.	23000 - Visual Resources, 48000 - Design Features
101310	3	1	US ENVIRONMENTAL PROTECTION AGENCY, REGION 10,ERIK PETERSON	G = Government	QC complete	We reiterate that both the EPA and the BLM have also recommended consistent application of Environmental Protection Measures on federal and non-federal lands to the applicants. We also understand that the BLM cannot require the implementation of protective measures on non-federal land. To address our ongoing interest in consistent application of protection measures, we recommend that the SEIS include updated information on which Environmental Protection Measures will apply to federal and non-federal lands. Where Environmental Protection Measures only apply to one land ownership type, implications for different environmental impacts should he disclosed in the EIS.	34010 - Private Land/Land Ownership, 50000 - Segment 8 General, 51000 - Segment 9 – General
101310	4	1	US ENVIRONMENTAL PROTECTION AGENCY, REGION 10,ERIK PETERSON	G = Government	QC complete	Mitigation and Enhancement Portfolio Proposal and Boise District Resource Advisory Committee Similar to our 2011 comments on the Draft EIS and our 2013 comments on the Final EIS, we commend the BLM, cooperating agencies, and the proponents for your planning efforts on this project. The Morley Nelson Snake River Birds of Prey National Conservation Area DRAFT Mitigation and Enhancement Portfolio Proposal and the Boise District Resource Advisory Council Subcommittee Report on Gateway West Segments 8 and 9 Route Options In or Near the Morley Nelson Snake River Birds of Prey National Conservation Area are evidence of substantial and effective planning efforts. In terms of comparing environmental impacts from alternatives, the SEIS should address each alternative's environmental impacts with consideration of mitigation enhancement proposals.	35030 - Applicants' MEP (specific to NCA)
101304	1	1	CONNIE HOLLOWAY	I = Individual (s) not affiliated	QC complete	I am writing this letter once again as I am very concerned about the route selection for segment 9 , specifically Alternative 9E, of the Gateway West Transmission Project. I am concerned for how it would ruin our eastern Owyhee front , a place of beauty and awe. I am also concerned for the Greater Sage Grouse , I think already listed as an threatened species and how the impact of 9E would have on their survival.	23000 - Visual Resources, 28070 - Sage-grouse, 51020 - Segment 9 – Routes considered in the 2013 FEIS
101304	2	1	CONNIE HOLLOWAY	I = Individual (s) not affiliated	QC complete	I would like to say I support the proposed Segment 9 Alternative through the Snake River Birds of Prey National Conservation Area. I think it is marked 9D/F/G/H on the project map. There are already existing power lines, and I firmly believe we should not pollute any more of our beautiful open spaces	51010 - Segment 9 – Applicants' Proposed Route, 48000 - Design Features

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						with these power towers and keep them sharing similar corridors whenever possible.	
101304	3	1	CONNIE HOLLOWAY	I = Individual (s) not affiliated	QC complete	I have also been told by my friend Dale Herter a expert ornithologist and Karen Steenhof that this route through the Birds of Prey would actually benefit the raptors , giving them more places to perch and hunt.	28020 - Raptors/Eagles/Ravens, 35000 - NCA/SRBOP (general)
101304	4	1	CONNIE HOLLOWAY	I = Individual (s) not affiliated	QC complete	I am happy that the Companies have adopted the Resource Advisory Council (RAC) subcommittee's recommended routes as their proposed action. By avoiding private land and sage-grouse habitat, these routes minimize conflicts with people and resources .	28070 - Sage-grouse, 34010 - Private Land/Land Ownership, 51010 - Segment 9 – Applicants' Proposed Route
101304	5	1	CONNIE HOLLOWAY	I = Individual (s) not affiliated	QC complete	.I am disappointed that the Companies did not adopt the RAC subcommittee's May 30, 2014 recommendations about the Mitigation and Enhancement Portfolio in their August revision of that document. The proposed routes will not be acceptable to BLM and Conservation Lands advocates if they are not accompanied by a substantive and meaningful plan to mitigate and enhance resources and values within the Morley Nelson Snake River Birds of Prey Area. The Companies have not demonstrated that their plan will create a net benefit to the BOPNCA relative to current conditions, and the August version of the plan appears insufficient to meet the enhancement requirements of the enabling legislation. I strongly urge the BLM and the Companies to re-consider the RAC subcommittee comments on the Enhancement package. The May 30 report identifies deficiencies in the plan that still have not been addressed, and it recommends actions that have not been included in the revised plan. The Companies and BLM have invested a great deal of time and money in this project, and it appears they have finally gotten public support for feasible, proposed routes. However, the proposed routes will be dead on arrival if the Companies don't invest more in constructive and effective mitigation and enhancement. Please don't let an insufficient enhancement plan stop the progress that has been made thus far.	12000 - Relationships to other federal laws and policies, 35010 - Enhancement requirements, 35020 - Mitigation suggestions, 35030 - Applicants' MEP (specific to NCA), 46000 - Refers to Previously Submitted Comments
101305	1	1	BLM RAC SUBCOMMITTEE,KAREN STEENHOF	I = Individual (s) not affiliated	QC complete	I am very happy that the Companies have adopted the Resource Advisory Council (RAC) subcommittee's recommended routes as their proposed action. By avoiding private land and sage-grouse habitat, these routes minimize conflicts with people and resources	28070 - Sage-grouse, 34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101305	2	1	BLM RAC SUBCOMMITTEE,KAREN STEENHOF	I = Individual (s) not affiliated	QC complete	However, I am very disappointed that the Companies did not adopt the RAC subcommittee's May 30, 2014 recommendations about the Mitigation and Enhancement Portfolio in their August revision of that document. The proposed routes will not be acceptable to BLM and Conservation Lands advocates if they are not accompanied by a substantive and meaningful plan to mitigate and enhance resources and values within the Morley Nelson Snake River Birds of Prey National Conservation Area (BOPNCA). The Record of Decision issued by the BLM in November 2013 called upon BLM to evaluate and refine the Mitigation and Enhancement plan to ensure that it is sufficient to meet the enhancement requirements of the legislation that designated the BOPNCA. To authorize a right-of-way (ROW) under the Federal Land Policy and Management Act (FLPMA) through any portion of the BOPNCA, the BLM is charged with demonstrating that an enhancement program will result in a net benefit to the BOPNCA for the duration of the permit (PL 103-64). The Companies have not demonstrated that their plan will create a net benefit to the BOPNCA relative to current conditions, and the August version of the plan appears insufficient to meet the enhancement requirements of the enabling legislation.	10000 - Conformance with the NEPA process, 12000 - Relationships to other federal laws and policies, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101305	7	1	BLM RAC SUBCOMMITTEE,KAREN STEENHOF	I = Individual (s) not affiliated	QC complete	Page 34. I am glad that the Companies recognize that new roads will result in increased public access to parts of the BOPNCA. In addition, to increasing vandalism, weed spread, and litter, the roads will likely increase the incidence of recreational shooting. If BLM cannot close roads to shooting, then the	27020 - Invasive Plants/weeds, 28020 - Raptors/Eagles/Ravens, 35000 - NCA/SRBOP (general), 36000 - Recreation, 38000 - Transportation

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						Companies should fund studies of the effects of recreational shooting on raptor and prey populations as well as the extent of lead in the BOPNCA environment, as proposed by the Subcommittee.	
101305	8	1	BLM RAC SUBCOMMITTEE,KAREN STEENHOF	I = Individual (s) not affiliated	QC complete	Page 40. The relevance of the discussion of livestock effects on riparian areas is unclear as the proposed routes will be affecting few if any wetland areas.	27030 - Wetlands/Riparian vegetation, 35030 - Applicants' MEP (specific to NCA)
101305	9	1	BLM RAC SUBCOMMITTEE,KAREN STEENHOF	I = Individual (s) not affiliated	QC complete	Page 47. The Companies' failure to commit to installation of artificial nesting platforms is very discouraging. During RAC subcommittee meetings, U.S. Fish and Wildlife Service staff committed to agreeing to nest site enhancements on power line structures. It is essential that biologists and engineers work together before line construction to come up with tower modifications (including nest platforms) that benefit raptors and deter ravens. It would be wrong to defer this critical task to the Oversight Committee. At a minimum, the Companies should support monitoring of raptor nesting density and productivity on the existing lines that the new lines will parallel and replace both before and after new construction.	28020 - Raptors/Eagles/Ravens, 35030 - Applicants' MEP (specific to NCA), 48000 - Design Features
101305	10	1	BLM RAC SUBCOMMITTEE,KAREN STEENHOF	I = Individual (s) not affiliated	QC complete	I have some additional suggestions for the Mitigation and Enhancement Portfolio that the Companies and BLM should consider. First, the tubular metal Poles proposed for supporting the double-circuited portion of Segment 9 will likely be unattractive to raptors for perching and nesting. I suggest that the Companies leave and maintain the structures supporting the existing 138-kV line that the new line would replace. Some of these structures already support artificial platforms used by raptors for nesting. I suggest that the Companies install additional nesting platforms on structures to achieve a density of approximately 1 platform per kilometer within the BOPNCA. Metal artificial platforms similar to those on the existing 500-kV line should be constructed on some of the new lattice towers within the BOPNCA. Where the new line will parallel the existing 500-kV line, new platforms should be staggered with existing transmission tower platforms (Miles 96, 104, 109, 111, 113) to achieve a density of approximately 1 platform per 2.5 miles within the BOPNCA. Pre- and post-construction monitoring of raptor and raven nesting and productivity should be used to evaluate the effectiveness of these efforts. Second, there may be an opportunity to enhance habitat on the private land in Canyon County that the new transmission line is proposed to traverse. Golden Eagles nested on Tower 119/3 of the existing transmission line from 1983 to 2004 but not since 2004. Changing agricultural practices and disturbance associated with farming activities might have been responsible for eagles abandoning the site. I suggest the Companies consider agreements with the landowner that would involve habitat restoration (possibly with the aid of irrigation) and a reduction in disturbance that might attract eagles back to this area. Finally, as noted in earlier NEPA documents, construction activities could cause raptor nest failure or abandonment. I was unable to find proposed timing restrictions on construction in either the enhancement package or the plan of development, so I was unable to verify if the Companies have committed to any specific timing restrictions on construction within the BOPNCA. I suggest that the mitigation/enhancement plan clearly state any timing restrictions for each raptor species. Timing restrictions on construction near raptor nests, particularly those on existing transmission lines, should apply to the complete nesting season: courtship through post-fledging. The post-fledging period is one of the most critical for raptors. It would be inappropriate to lift protection as soon as young fledge. It is also important to avoid construction in occupied territories just prior to egg-laying, when raptors are especially sensitive to disturbance.	20000 - Monitoring, 28020 - Raptors/Eagles/Ravens, 35020 - Mitigation suggestions, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 46000 - Refers to Previously Submitted Comments, 48000 - Design Features

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101360	1	1	ELVIN LEO & UNA CLOYD	I = Individual (s) not affiliated	QC complete	In the past years working at Idaho Power and talking several times with Mr. Morley Nelson as they worked very close on the Birds of Prey Area, I feel he would agree the propose route would be the one to use. And I agree it would not involve devaluing us land owners property. My home on a small lot would kill us. Thank you for going the new red proposed route.	25030 - Property Values, 34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101368	1	1	PEGGY FRIDDLE	I = Individual (s) not affiliated	QC complete	I am not in favor of the lines coming through the proposed Segment 8 Route	50010 - Segment 8 – Applicants' Proposed Route
101368	2	1	PEGGY FRIDDLE	I = Individual (s) not affiliated	QC complete	My family owns a farm that has been in the family since the early 1940's and putting another larger line 250 feet north of the excitisting one would just ruin several acres of farming acres plus causing a substantial devaluation of the farm.	25030 - Property Values, 25060 - Agriculture, 34010 - Private Land/Land Ownership, 37000 - Agriculture (includes crop production, dairies, cattle feedlots, and grazing)
101368	3	1	PEGGY FRIDDLE	I = Individual (s) not affiliated	QC complete	Reports are by putting the lines South would ruin the habit of the Birds of Prey area. We have noticed the last few years ever so many birds that you would say their habit is south across the Snake River now are all around farms on the North side of the river. As I recall years ago in Washington State the logging companies had to stop logging in many areas for the environments said it was destroying the habit of the White Owl. It was later discovered that the White Owl just moved to another area and very successfully continued to live and produce like always. The desert has been so dry for the last few years that is why we attribute the increase of all the hawks and occasionally Eagles in our fields for with the green vegetation come the rodents and smaller birds that these Birds of Prey feed on. The Canyon County Noxious Weed & Gopher Control have made and placed 110 large bird houses on twelve foot high poles on farms and known nesting places to entice large birds to use as nesting houses.	28020 - Raptors/Eagles/Ravens, 35000 - NCA/SRBOP (general)
101370	1	2	LONNIE AND LYNNE SVEDIN	I = Individual (s) not affiliated	QC complete	We fully support the proposed segment 8 route that the Regional Advisory Committee has proposed. THis committee has spent many hours + thousands of dollars on deciding which route would best suit the BLM birds of prey, + the community of Melba / Kuna, + we fully support their final decision. Please do not change the route from the Morley Nelson Birds of Prey	50010 - Segment 8 – Applicants' Proposed Route
101358	1	1	DUEY JOHNS	I = Individual (s) not affiliated	QC complete	I support the proposed sitting of the Power line going thru Strike Dam and the Birds of Prey. and back into Owyhee County to the substation.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101358	2	1	DUEY JOHNS	I = Individual (s) not affiliated	QC complete	The enhancement Fund should mostly go to habitat restoration along the Powerline route. The amount suggested for police protection is asinine, unless we now need 24 hours surveillance.	35030 - Applicants' MEP (specific to NCA)
101359	1	1	ELIZABETH MATHEWS	I = Individual (s) not affiliated	QC complete	These lines should go where existing lines are currently, not across private lands in Owyhee County!	34010 - Private Land/Land Ownership, 50000 - Segment 8 General, 51000 - Segment 9 – General, 48000 - Design Features
101322	1	1	SCOTT NICHOLSON	I = Individual (s) not affiliated	QC complete	I agree with route 8	50000 - Segment 8 General
101323	1	1	TOM NICHOLSON	I = Individual (s) not affiliated	QC complete	For me the proposed Segment 8 route is by far the best route of all proposed. Please approve this route as soon as possible.	50010 - Segment 8 – Applicants' Proposed Route
101324	1	1	C C & T LAND AND CATTLE,SCOTT NICHOLSON	I = Individual (s) not affiliated	QC complete	I would agree with route 8 + 9 would be the best route to go with.	50000 - Segment 8 General, 51000 - Segment 9 – General
101325	1	1	E KEITH HOAGLAND	I = Individual (s) not affiliated	QC complete	We need the farm ground to feed the people.	25060 - Agriculture, 34010 - Private Land/Land Ownership
101362	1	1	JAMES W BURCH	I = Individual (s) not affiliated	QC complete	I strongly agree with the recommendation of the Boise District Resource Advisory Council regarding the proposed segment 8 route for the powerline. I respectfully request that the proposed location of the routing through the Birds of Prey Area for Segment 8 be honored.	50010 - Segment 8 – Applicants' Proposed Route
101288	6	1	MERRI MELDE	I = Individual (s) not affiliated	QC complete	the excuse that you can't run 2 power lines too close together in the NCA is bogus, since if you drive along I-84 in Oregon, you see no less than 5 power lines running parallel within a quarter mile of each other.	48000 - Design Features

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101286	1	2	TYLER RISEN,DEBBIE RISEN	I = Individual (s) not affiliated	QC complete	we approve of this proposed route through the Morley Nelson Birds of Prey NCA. We attended numerous meetings on the routing of Segment 8, which was originally proposed to run through our property next to our house. This would have been a financial disaster for us due to the negative effect on our property value (and probably on our health). The RAC has spent hundreds of hours and thousands of dollars reviewing the various routes and concluded that the best location would be to route Segment 8 through the NCA. Furthermore, the NCA already has similar power lines running through it. There is no evidence that these lines have affected wildlife in the NCA, but the effect on people who like us who live and own property along the previously proposed routes through private land would be devastating. PLEASE DO NOT CHANGE THE SEGMENT 8 ROUTE AWAY FROM THE NCA.	25030 - Property Values, 28000 - Wildlife (general), 34010 - Private Land/Land Ownership, 35000 - NCA/SRBOP (general), 41000 - Public Safety, 50010 - Segment 8 – Applicants' Proposed Route, 50020 - Segment 8 – Routes considered in the 2013 FEIS
101365	1	1	BEVERLY MORRIS	I = Individual (s) not affiliated	QC complete	WE are strongly for routing Segment 8 through Morley Nelson Birds of Prey - NCA. There is no need to look at any other routes and we approve the proposed Segment 8 route that the Regional Advisory Committee (RAC) has proposed. The RAC has spent hundred of hours and thousands of dollars in reviewing various routes and concluded on the proposed location trough the NCA. PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA!	50010 - Segment 8 – Applicants' Proposed Route
101363	1	1	SAMUEL ALLDREDGE	I = Individual (s) not affiliated	QC complete	Please do not change The Route from the NCA. The BLM Preferred Alternative or Deferred Decision Route is not what I would like to see happen. It runs to close to Kuna and our subdivision at Kuna Mora and Cloverdale. The Arrow Rock subdivision.	25020 - Housing, 50010 - Segment 8 – Applicants' Proposed Route, 50020 - Segment 8 – Routes considered in the 2013 FEIS, 51010 - Segment 9 – Applicants' Proposed Route, 51020 - Segment 9 – Routes considered in the 2013 FEIS
101364	1	1	RONALD MCMURRAY	I = Individual (s) not affiliated	QC complete	Do not change the route from the NCA. There is no need to look at other routes.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101366	1	1	ALICE & PAUL PLINE	I = Individual (s) not affiliated	QC complete	We totally agree with BLM decision to run the powerline on non irrigated ground 200 years from now people will thank you for your foresight to have [illegible].Run cattle & sheep on BLM ground - it is renewable resource, a tax base, fire prevention. Birds of prey only go where there is food + water, therefore we have them on our private cultivated ground 90% of the time.	25060 - Agriculture, 28020 - Raptors/Eagles/Ravens, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101367	1	1	BLACKSCREEK LIMITED PARTNERSHIP	B = Business or Business Group	QC complete	Route #8 is the only logical route of all the proposals. Please approve this route immediately.	50000 - Segment 8 General
101339	1	2	LEE V & JANICE D HUMPHREY	I = Individual (s) not affiliated	QC complete	I would like to see Idaho Power Expand and refocus their portfolio to meet guidelines recommended by the sub committee. I would also like to know why they did not accept these recommendations, for the mitigation and enhancement plan. I would also like to know if BLM thinks that the proposed recommended enhancement is adequate enough to meet the legislative requirements.	35010 - Enhancement requirements, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101339	2	2	LEE V & JANICE D HUMPHREY	I = Individual (s) not affiliated	QC complete	I fully support keeping all routes "off" of privately owned lands in Owyhee County.	34010 - Private Land/Land Ownership, 34011 - Site the line on public land, 50000 - Segment 8 General, 51000 - Segment 9 – General
101348	1	1	LEE V & JANICE D HUMPHREY	I = Individual (s) not affiliated	QC complete	I fully commend Idaho Power and Rocky Mountain Powers decision to accept the route proposed by the RAC subcommittee. But why didn't they accept their (RAC) recommendations about the mitigation and enhancement plans. Idaho Power needs to re-focus and expand their portfolio to meet the recommendations made by the RAC sub - committee.	35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101348	2	1	LEE V & JANICE D HUMPHREY	I = Individual (s) not affiliated	QC complete	Also does BLM think that the legislative requirements will be met by the proposed enhancement.	35010 - Enhancement requirements
101348	3	1	LEE V & JANICE D HUMPHREY	I = Individual (s) not affiliated	QC complete	I fully support the proposed route made by the RAC sub-committee. This keeps all routes off of privately - owned land on Owyhee County.	34010 - Private Land/Land Ownership, 34011 - Site the line on public land, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route

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101349	1	1	GORDON L & NANCY A THOMPSON	I = Individual (s) not affiliated	QC complete	I believe the latest revised proposed routes for segments 8 & 9 to be the best route. All parties involved have been [illegible] in determining the best routes, therefore this is the best route for everyone.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101349	2	1	GORDON L & NANCY A THOMPSON	I = Individual (s) not affiliated	QC complete	There are [illegible] in the NCA. [illegible]	35000 - NCA/SRBOP (general)
101349	3	1	GORDON L & NANCY A THOMPSON	I = Individual (s) not affiliated	QC complete	The new proposed route, at the [illegible] would provide much less [illegible] the sage grouse than the previous routes would [illegible]. There is a [illegible] in favor of the new proposed routes.	28070 - Sage-grouse
101334	1	1	DALE BABBITT	I = Individual (s) not affiliated	QC complete	There is no need to look at any other routes and I approve the proposed segment 8 route that the Regional Advisory Committee (RAC) has proposed	50010 - Segment 8 – Applicants' Proposed Route
101335	1	1	BASIN FERTILIZER AND FEED,ERIC CHILD	I = Individual (s) not affiliated	QC complete	I do not see any need to look at any other routes and I approve the proposed segment 8 route that the REgional Advisory Committee ahs proposed. The RAC has spend hundred of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through th eNCA. And I would ask that you do not change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101336	1	1	C T PROPERTIES LLC,ROBINSON R I HONEY CO INC,RICHARD C WILLIAMS	I = Individual (s) not affiliated	QC complete	I do not see any need whatsoever to look at any other routes, I do strongly approve the proposed Segment 8 route that the Regional Advisory Council (RAC) has proposed. They have spent countless hours and dollars in reviewing the alternative routes and have concluded the proposed location through the NCA. It is strongly requested you DO NOT change the route from the NCA. This route will eliminate millions of dollars of economic damage to our great state if prior alternative routes were selected.	25000 - Socioeconomics, 50010 - Segment 8 – Applicants' Proposed Route, 58000 - General project effects on State (Idaho)
101337	1	1	PATSY ANDERSON	I = Individual (s) not affiliated	QC complete	The proposed route of the transmission line between mileposts 35 to 42 is more reasonable than the older route proposed due to the following reasons: 1) The route will not interfere with the Historic Old Oregon Trail + surrounding area rated VRM II.	23000 - Visual Resources, 24010 - Historic Trails, 50020 - Segment 8 – Routes considered in the 2013 FEIS
101337	2	1	PATSY ANDERSON	I = Individual (s) not affiliated	QC complete	The proposed route of the transmission line between mileposts 35 to 42 is more reasonable than the older route proposed due to the following reasons: 2) The present route is more direct with fewer corner towers, which are more expensive to install.	25000 - Socioeconomics
101337	3	1	PATSY ANDERSON	I = Individual (s) not affiliated	QC complete	The proposed route of the transmission line between mileposts 35 to 42 is more reasonable than the older route proposed due to the following reasons: 3)The installation of the towers would be easier to accomplish without having to traverse canyons and undulating land associated with these. Roadway emplacement for access to erect transmission line structure and maintenance and upkeep would be easier.	31000 - Geologic Hazards, 34000 - Land Use, 38000 - Transportation
101337	4	1	PATSY ANDERSON	I = Individual (s) not affiliated	QC complete	The proposed route of the transmission line between mileposts 35 to 42 is more reasonable than the older route proposed due to the following reasons: 4) The proposed routing would not be invasive to irrigation or farming practices.	25060 - Agriculture
101337	5	1	PATSY ANDERSON	I = Individual (s) not affiliated	QC complete	The proposed route of the transmission line between mileposts 35 to 42 is more reasonable than the older route proposed due to the following reasons: 5) The older proposed routing would cause constance interference with the reception or radio and television transmissions.	40000 - Electrical Environment
101337	6	1	PATSY ANDERSON	I = Individual (s) not affiliated	QC complete	The proposed route of the transmission line between mileposts 35 to 42 is more reasonable than the older route proposed due to the following reasons: 6) The previous proposed routing would have been placed over our home. With present proposed change this problem would be eliminated.	34010 - Private Land/Land Ownership
101337	7	1	PATSY ANDERSON	I = Individual (s) not affiliated	QC complete	The proposed route of the transmission line between mileposts 35 to 42 is more reasonable than the older route proposed due to the following reasons: 7) There would be less area to reclassify.	25050 - Community/city development and expansion, 34020 - County and City Plans/Zoning
101320	1	2	JAMES AND MARYANN SLEGERS	I = Individual (s) not affiliated	QC complete	We feel very strongly there is no need to further explore other routes tht the Regional Advisory Committee (RAC) has proposed. The RAC has spent	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route

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						hundreds of hours and thousands of dollars in reviewing various routes and concluded that the proposed location through the NCA is he BEST option. PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA!	
101321	1	1	SCOTT NICHOLSON	I = Individual (s) not affiliated	QC complete	I strongly encourage you to go with route 8 & 9	50000 - Segment 8 General, 51000 - Segment 9 – General
101285	1	1	DUANE YAMAMOTO	I = Individual (s) not affiliated	QC complete	I am strongly in favor of the route proposed by the Regional Advisory Committee for Segment 8. The proposed route will have the least amount of impact on the cities of Kuna and Melba as well as nearby farmers. It will also be the most cost effective in terms of litigation, easements and "buy-outs". For power companies to be able to transfer power from other sources in emergencies and regulate usage at peak or slack times is an added plus.	16000 - Generally support project, 25060 - Agriculture, 34020 - County and City Plans/Zoning, 50010 - Segment 8 – Applicants' Proposed Route
101287	1	2	JAMES WELLS,THERESA WELLS	I = Individual (s) not affiliated	QC complete	We feel there is no need to look at any other routes as we approve the proposed Segment 8 route that the RAC has proposed! The previous route would have run the power lines directly above our home at the address stated above. With our current medical conditions and both being completely disabled it would make it impossible for us to remain in our home and very difficult for us to move! The RAC has spent hundreds of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA. PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA! Any further correspondence can be done through the above names and address.	50010 - Segment 8 – Applicants' Proposed Route
101288	1	1	MERRI MELDE	I = Individual (s) not affiliated	QC complete	I SUPPORT the RAC subcommittee's proposed route for Segment 9 that runs through the Morley Nelson Snake River Birds of Prey National Conservation Area. I SUPPORT enhancement for the NCA. I OPPOSE any route that goes through the Owyhee foothills and towns of Oreana, Grand View and Bruneau.	27040 - Native vegetation, 35010 - Enhancement requirements, 51010 - Segment 9 – Applicants' Proposed Route, 51020 - Segment 9 – Routes considered in the 2013 FEIS
101288	2	1	MERRI MELDE	I = Individual (s) not affiliated	QC complete	it has not yet been illustrated nor proven that this extra line is even necessary	11000 - Purpose and Need for the Project, 17000 - Generally oppose project
101288	3	1	MERRI MELDE	I = Individual (s) not affiliated	QC complete	the sagegrouse habitat will be disturbed with routes through the Owyhee foothills and the Oreana surroundings, while the RAC's recommended route through the Snake River Birds of Prey National Conservation Area will benefit raptors, and will destroy less land, since there is already a power line there,	28020 - Raptors/Eagles/Ravens, 28070 - Sage-grouse
101288	4	1	MERRI MELDE	I = Individual (s) not affiliated	QC complete	there are some possible Native American archaeological sites that have not been addressed along the Owyhee front in the Oreana area that could be affected by a power line that have not been addressed	24000 - Cultural Resources
101288	5	1	MERRI MELDE	I = Individual (s) not affiliated	QC complete	the scenic and remote Owyhee front is one of Idaho's treasures. Once you demolish a fragile desert landscape with construction and heavy equipment, it doesn't completely recover.	23000 - Visual Resources
101369	1	1	JOHN E FUQUAY	I = Individual (s) not affiliated	QC complete	Lines should go through birds of prey where existing lines are NOT through private land in Owyhee County.	34010 - Private Land/Land Ownership, 34011 - Site the line on public land, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101333	1	1	BOYD & LOA ANDERSON LP,BOYD ANDERSON	I = Individual (s) not affiliated	QC complete	We strongly encourage you to take the recommendation for segment 8 as proposed by the Regional Advisory Committee and not go through private property!	34011 - Site the line on public land, 50010 - Segment 8 – Applicants' Proposed Route
101265	1	1	DON ROBERTS	I = Individual (s) not affiliated	QC complete	I support the Agency Preferred Alternate Route, FEIS Alternative Route - Alternative 8B-, the route marked as green/black. Any other options just serves to damage the fragile BOP even more than what the public and the Military is already doing out there. All those gravel trucks that run up and down Pleasant valley road on a daily basis is coating the area on either side of the desert in a thick layer of dust. What going to happen if the existing power line is modified? Even more damage.	27000 - Vegetation, 50020 - Segment 8 – Routes considered in the 2013 FEIS

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101229	1	1	DOUGLAS TEATER	I = Individual (s) not affiliated	QC complete	As a Southern Idaho native and property owner within the Segment 8 route study area, I strongly encourage the BLM to route Segment 8 through the Morley Nelson Birds of Prey – NCA as proposed by the Regional Advisory Council. It is my understanding that this route has been agreed to by Idaho Power, Rocky Mountain Power and the Bureau of Land Management. Further, the Regional Advisory Council has invested hundreds of hours and thousands of dollars reviewing the impacts of route options, and has also concluded that the best and proper route is through the NCA. I STRONGLY URGE THE BLM TO STAND FIRM ON ROUTING SEGMENT 8 THROUGH THE NCA.	50010 - Segment 8 – Applicants' Proposed Route
101315	2	1	DEANNA LEWIS	I = Individual (s) not affiliated	QC complete	PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA!!!	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101267	1	1	MATTHEW E AND JEAN M BARNEY	I = Individual (s) not affiliated	QC complete	I wish to express my support for the proposed Segment 9 Alternative through the Snake River Birds of Prey National Conservation Area. I believe this is the segment marked 9D/F/G/H on the project map. Karen Steenhoff, my friend and a raptor specialist, has explained how this route would actually benefit raptors in the area, rather than harming them. Also there is plenty of evidence of human use in the SRNCA, including power lines that run through the area.	28020 - Raptors/Eagles/Ravens, 51010 - Segment 9 – Applicants' Proposed Route
101267	2	1	MATTHEW E AND JEAN M BARNEY	I = Individual (s) not affiliated	QC complete	I believe Segment 9E would decimate a large population of Greater Sage Grouse that breed near the proposed route. Based on the most recent project map, it appears that Segment 9E would pass through, or come very near to, an active lek in the vicinity of T4S, R2W, S35. To my knowledge, this is one of Idaho's largest leks. I have observed as many as 50 strutting Sage Grouse cocks at one time on this lek during my frequent April visits over the past 15 years. I believe construction of Segment 9E will destroy the lek, leading to the demise of the local population in a short time. With grouse already under extreme pressure to survive, I find this completely unacceptable.I believe Segment 9E would do significant damage to the human experience of being on the eastern Owyhee Front. To me it is a place of refuge and solace, a place to get away from the city, yet not too far to drive in a day. I can go out there and not see any sign of people for hours or even days if I pick the right spot. There are few signs of human development on the land and those are easy to overlook. Many of the roads aren't much more than wide trails. The only "improvements" are grazing allotment fences, far apart and often hidden by the land, and the occasional old wooden corral tucked into a canyon. When I am out there I feel in awe of the mighty forces that shaped the dramatic scenery--forces far beyond human control. I continue to be surprised by the tenacity and beauty of the unique plants and animals that flourish in that harsh landscape--a landscape that has (so far) defeated human efforts to tame it. The experiences I've had in that natural landscape have profoundly changed me as a person, for the better. A transmission line would be a very visible and unwelcome intrusion.	23000 - Visual Resources, 28070 - Sage-grouse, 51020 - Segment 9 – Routes considered in the 2013 FEIS
101346	1	1	PG MAC INC	I = Individual (s) not affiliated	QC complete	I approve the proposed segment 8 route that the Regional Advisory Committee (RAC) has proposed.	50010 - Segment 8 – Applicants' Proposed Route
101327	1	1	LAVAR THORNTON	I = Individual (s) not affiliated	QC complete	I strongly agree with their recommendation for the transmission line to go through the NCA.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101327	2	1	LAVAR THORNTON	I = Individual (s) not affiliated	QC complete	I would be seriously impacted by the original route as it goes through some of my farmland .	34010 - Private Land/Land Ownership
101328	1	1	LEONARD LOPER	I = Individual (s) not affiliated	QC complete	The route from the NCA will be fine - please do not change it.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101319	1	1	PERRY MCCORMACK	I = Individual (s) not affiliated	QC complete	There is NO need to look at any other routes and I approve the proposed segment 8 route that the regional Advisory Committee (RAC) has proposed. The RAC has spent hundreds of hours and thousands of dollars in reviewing	50010 - Segment 8 – Applicants' Proposed Route

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						various routes and concluded on the proposed location through the N.C.A. "PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA."	
101329	1	1	SCHROEDER & LEZAMIZ LAW OFFICES, LLP,EDITH NETTLETON TESTAMENTARY TRUST	I = Individual (s) not affiliated	QC complete	I APPROVE the proposed Segment 8 route that the Regional Advisory Committee (RAC) has proposed.	50010 - Segment 8 – Applicants' Proposed Route
101311	1	2	SCOTT & ZOEANN GREENFIELD	I = Individual (s) not affiliated	QC complete	I agree and approve the proposed segment 8 route that the Regional Advisory Committee has proposed. This route has been reviewed and been determined to have the least amount of economic and environmental impact for everyone involved.	25000 - Socioeconomics, 50010 - Segment 8 – Applicants' Proposed Route
101312	1	1	DAVID BRADSHAW	I = Individual (s) not affiliated	QC complete	I approve the proposed route that the Regional Advisory Committee has proposed.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101314	1	1	STACY LUNDERS	I = Individual (s) not affiliated	QC complete	I approve the segment 8 route that the Regional Advisory Committee has proposed.	50010 - Segment 8 – Applicants' Proposed Route
101315	1	1	DEANNA LEWIS	I = Individual (s) not affiliated	QC complete	Why would you consider going through private property where we live.	34010 - Private Land/Land Ownership
101316	1	1	REESE LEAVITT	I = Individual (s) not affiliated	QC complete	Please do not change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101317	1	1	JERRY L AND MARY LOU TLUCEK	I = Individual (s) not affiliated	QC complete	As I understand this Gateway West Transmission Line project, it could be located 250 feet north of Summer Lake. The would totality wipe out three of our existing pivots, + ruin irrigation land. These pivots cost over $100,00 each.	25060 - Agriculture, 37000 - Agriculture (includes crop production, dairies, cattle feedlots, and grazing)
101317	2	1	JERRY L AND MARY LOU TLUCEK	I = Individual (s) not affiliated	QC complete	In addition, it would come very close to two of our existing homes.	34010 - Private Land/Land Ownership
101326	1	1	SHERRY AGNEW	I = Individual (s) not affiliated	QC complete	1) Too close to a city impact area in my mind is adverse to a continued growth pattern in the Kuna Area.	25050 - Community/city development and expansion, 34020 - County and City Plans/Zoning
101347	1	2	OWYHEE COUNTY, BOARD OF COMMISSIONERS,JOE MERRICK,VERLA MERRICK	I = Individual (s) not affiliated	QC complete	We are in favor of the revised application and routes proposed by the Power Companies and the RAC.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101347	2	2	OWYHEE COUNTY, BOARD OF COMMISSIONERS,JOE MERRICK,VERLA MERRICK	I = Individual (s) not affiliated	QC complete	Placing the power lines through the BOPNCA will have less of a negative impact on private property and can have a great advantage on the already fragmented habitat in the NCA.	28010 - Habitat Fragmentation, 34010 - Private Land/Land Ownership, 35000 - NCA/SRBOP (general)
101347	3	2	OWYHEE COUNTY, BOARD OF COMMISSIONERS,JOE MERRICK,VERLA MERRICK	I = Individual (s) not affiliated	QC complete	The Enhancement Package proposed by the power companies is lacking in funding an the designation of funds needs to support the reestablishment of the landscape that supports the viability of the raptor population for which the NCA was established.	28020 - Raptors/Eagles/Ravens, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101347	4	2	OWYHEE COUNTY, BOARD OF COMMISSIONERS,JOE MERRICK,VERLA MERRICK	I = Individual (s) not affiliated	QC complete	The enhancement package should be used to that end and not for removing power lines, purchasing property, law enforcement, or public education.	35040 - Recommendations for MEP changes
101347	5	2	OWYHEE COUNTY, BOARD OF COMMISSIONERS,JOE MERRICK,VERLA MERRICK	I = Individual (s) not affiliated	QC complete	The proposal for the power line lease is for 30 years and the Enhancement Package should be for that amount of time and beyond, not for only 10 years as proposed.	35040 - Recommendations for MEP changes
101313	1	1	PATRONS OF HUSBANDRY,	S = Special Interest Group	QC complete	There is no more grange or Patrons of Husbandry in Melba so you need not send any more info to us-	10010 - Out of scope comments
101350	1	2	FRISCH FARMS,KEN FRISCH,GARY FRISCH	I = Individual (s) not affiliated	QC complete	both proposed line routes go through farm ground which devalues the ground and negates any future installation of pivot irrigation systems.	25030 - Property Values, 25060 - Agriculture, 37000 - Agriculture (includes crop production, dairies, cattle feedlots, and grazing), 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101350	2	2	FRISCH FARMS,KEN FRISCH,GARY FRISCH	I = Individual (s) not affiliated	QC complete	Can you show us studies that without a doubt prove that peoples health is not affect by higher voltage line who live and work directly under them.	40000 - Electrical Environment, 41000 - Public Safety
101350	3	2	FRISCH FARMS,KEN FRISCH,GARY FRISCH	I = Individual (s) not affiliated	QC complete	To us the deferred route to the south is the most reasonable. If the concern is over the impact on wildlife, what is more important, wildlife or food and industrial producing humans. Wildlife have been adapting for hundreds of years, you read and hear on the news about various wildlife coming into the heavily populated areas of Boise every year. We have game birds running across our yards all summer long.	28000 - Wildlife (general), 51000 - Segment 9 – General

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101318	1	1	TOM KELLY	I = Individual (s) not affiliated	QC complete	There is no need to look at any other routes and I approve the proposed segment 8 route that the Regional Advisory Committee has proposed, The RAC has spent hundred of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA. PLEASE DO NOT CHANGE THR ROUTE FROM THE NCA	50010 - Segment 8 – Applicants' Proposed Route
101345	1	1	GORDON L & NANCY A THOMPSON	I = Individual (s) not affiliated	QC complete	Segment 8 Application proposed is the best route to take. All impact has already be made with the first line on old line. The new line could be stack on the old line for less impact. Beside would be ok. Segment9 take in a completely new impact.	50010 - Segment 8 – Applicants' Proposed Route, 51000 - Segment 9 – General
101341	1	1	MERLE AND LINDA CARLSGAARD	I = Individual (s) not affiliated	QC complete	The proposed Segment 8 is the best option and there is no need to look further. Even the Regional Advisory Committee has proposed this route. It is shorter and has less impact on private properties. With the proper installation Birds of Prey will have minimal impact on there well being. The shorter route will use less materials hense the consumer will not have as big of a impact in there power bills.	25000 - Socioeconomics, 28020 - Raptors/Eagles/Ravens, 34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route
101343	1	1	ROBERT NETTLETON	I = Individual (s) not affiliated	QC complete	There is not need to look at any other routes and I APPROVE the proposed Segment 8 route that the Regional Advisory Committee (RAC) has proposed. The RAC has spend hundreds of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA. PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA.	50010 - Segment 8 – Applicants' Proposed Route
101344	1	1	GREGORY SANCHEZ	I = Individual (s) not affiliated	QC complete	approve the proposed Segment 8 Route that the RAC proposed. this has been a long process with many hours invested - please accept this proposed route without making further changes.	50010 - Segment 8 – Applicants' Proposed Route
101326	2	1	SHERRY AGNEW	I = Individual (s) not affiliated	QC complete	2) Also I have attended many of these meetings and feel Idaho Powers contribution to the stabilization of any ill effects to raptors and /or their habitat makes it conceivable to Route South of the Morley Nelsen's Snake River Birds of Prey NCA areas, possible without harm.	28020 - Raptors/Eagles/Ravens, 51020 - Segment 9 – Routes considered in the 2013 FEIS, 51030 - Segment 9 – RAC Route Options
101317	3	1	JERRY L AND MARY LOU TLUCEK	I = Individual (s) not affiliated	QC complete	Summer lake Transmission already crosses over one mile of our property. Why wouldn't it be possible to install this new line over the tip of Summer Lake? We will do whatever we can to oppose this 250 feet North Route.	50010 - Segment 8 – Applicants' Proposed Route, 48000 - Design Features
101342	1	1	LEONARD & MARY LOPER	I = Individual (s) not affiliated	QC complete	Please do not change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101257	1	1	HAROLD RAY TABOR	I = Individual (s) not affiliated	QC complete	There is no need to look at any other routes and I approve the proposed segment 8 route RAC has proposed. Please do not change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101249	1	1	BURL J SMITH	I = Individual (s) not affiliated	QC complete	There is no need to look @ any other routes - + I approve the proposed segment 8 route that the reginal advisory committee has proposed - Do not spend any more time or money on the project! Please do not change the route from the NCA!	50010 - Segment 8 – Applicants' Proposed Route
101272	1	1	RICHARD FRIDDLE	I = Individual (s) not affiliated	QC complete	There is no need to look at any other routes and I approve the segment 8 route that the Regional Advisory Committee has proposed Please do not change the route from the NCA	50010 - Segment 8 – Applicants' Proposed Route
101281	1	1	DONALD HAMILTON	I = Individual (s) not affiliated	QC complete	I strongly oppose routing segments 8 (eight) across private ground when public land, the Birds of Prey Area, is available. The M Nelson birds of Prey already has high tension PowerLines running across it. This "Gateway Project" is supposedly for "The Public Good." Let it be built on the "Public's" lands. There is no need to look at any other routes and I approve the proposed segment 8 route that the Regional Advisory Committee has proposed. The RAC spent thousands of hours + thousands of dollars on this various routes and concluded on the ROUTE through the NCA. PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA.	34010 - Private Land/Land Ownership, 34011 - Site the line on public land, 50010 - Segment 8 – Applicants' Proposed Route

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101282	1	1	WILLIAM A BERRY	I = Individual (s) not affiliated	QC complete	Theres no need to look at other routes. I approve of the proposed segment 8 route that the RAC has proposed. Please do not change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101283	1	1	JOYCE BURCH	I = Individual (s) not affiliated	QC complete	The RAC proposed routes for Segments 8 and 9 are the correct choice and there is no reason to look at any other routes. Enough time and money has already been spent reviewing various routes and the decision the committee reached, going through the NCA is best for all concerned. Please do not change the route from the NCA, as proposed by the RAC.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101284	1	0	DON ROBERTS	I = Individual (s) not affiliated	QC complete	My question is about segment number eight and it looks like that's going actually through our property and it's hard to understand the maps. I'm hoping to talk to a human to try to figure out what the heck I'm looking at here. Uhh, please give me a call 287-9846.	34010 - Private Land/Land Ownership, 50000 - Segment 8 General
101280	1	1	BETTY HAMILTON	I = Individual (s) not affiliated	QC complete	There is no need to look at any other routes and I approve the proposed segment 8 route that the Regional Advisory Committee (RAC) has proposed. The RAC has spent hundreds of hours + thousands of dollars and reviewing various routes and concluded on the proposed location through the NCA. Please DO NOT CHANGE THE ROUTE FROM THE NCA.	50010 - Segment 8 – Applicants' Proposed Route
101279	1	1	WENDY CORNWELL	I = Individual (s) not affiliated	QC complete	There is no need to look at any other routes and I approve the proposed Segment 8 route that the RAC has proposed. The RAC has spent hundreds of hours & thousands of dollars in reviewing various routes & concluded on the proposed locations through the NCA. Please don't change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101274	1	1	EVELYN RAE GRIMES	I = Individual (s) not affiliated	QC complete	I strongly encourage you to look at only the proposed Segment 8 route that the Regional Advisory Committee (RAC) has proposed. I approve this proposed 8 segment. The RAC has spent hundreds of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101275	1	1	RICHARD BRANDAU	I = Individual (s) not affiliated	QC complete	I am in favor of the August 8, 2014 revised application for segments 8 and 9 of the Gateway West Transmission Line Project, which incorporate routing options evaluated by the Regional Advisory Council. I support the position ofthe Owyhee County Board of Commissioners, the RAC, the Owyhee County Natural Resource Committee, and the Owyhee County Citizens Task Force. There is no need to look at any other routes and I approve Segment 8 & 9 as submitted in the August 8, 2014 revised application. Keeping the transmission lines in the August 8, 2014 proposed Segments 8 & 9 corridor makes the best sense. I am 67 years old and have lived here my whole live. I saw the construction of the existing 500KV Pacific Power and Light line during the 1970' s. I've seen its' impacts, both positive and negative and the positives outweigh the negatives. There will be fewer negative impacts if Segments 8 & 9 is approved.	16000 - Generally support project, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101276	1	1	CONNIE BRANDAU	I = Individual (s) not affiliated	QC complete	I am in favor of the August 8, 2014 revised application for segments 8 and 9 of the Gateway West Transmission Line Project (which incorporate routing options evaluated by the Regional Advisory Council) and the proposed MEP submitted by "the proponents".	35030 - Applicants' MEP (specific to NCA), 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101276	2	1	CONNIE BRANDAU	I = Individual (s) not affiliated	QC complete	Please do not diminish the value of the time, work, and efforts put forth by "the proponents" of the MEP. The "proponents" of include citizens of Owyhee County who have many vested interests, the most precious of which are their private property rights. Keeping the transmission lines on the BOPNCA would mean less negative impact to private property fewer linear miles of line to construct	34010 - Private Land/Land Ownership

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101276	3	1	CONNIE BRANDAU	I = Individual (s) not affiliated	QC complete	Keeping the transmission lines in the BOPNCA to avoid sage grouse habitat and placing a predator species in closer proximity to a potentially endangered species.	28070 - Sage-grouse, 35000 - NCA/SRBOP (general)
101276	4	1	CONNIE BRANDAU	I = Individual (s) not affiliated	QC complete	Keeping the transmission lines it in the BOPNCA avoid having to an1end numerous BLM land use plans.	34030 - Federal land Use Plans
101276	5	1	CONNIE BRANDAU	I = Individual (s) not affiliated	QC complete	Keeping the transmission lines in the BOPNCA because data supports the benefit of existing lines already sited in the NCA as beneficial to raptors.	28020 - Raptors/Eagles/Ravens
101276	6	1	CONNIE BRANDAU	I = Individual (s) not affiliated	QC complete	Keeping the transmission lines on the BOPNCA would mean fewer linear miles of transmission line to construct.	25000 - Socioeconomics
101276	7	1	CONNIE BRANDAU	I = Individual (s) not affiliated	QC complete	Keeping the transmission lines on the BOPNCA would mean that roads to access the construction area are already in place (Baja-east side of Snake River from Swan Falls to Grand View) as opposed to all new road through sage grouse habitat on the West side of the Snake River.	38000 - Transportation
101276	8	1	CONNIE BRANDAU	I = Individual (s) not affiliated	QC complete	Keeping the transmission lines on the BOPNCA would mean less negative impact to the historic areas of Owyhee County: Guffy, Murphy, Silver City, Sinker Creek, Oreana, Castle Creek, Grand View, Bruneau, the Bruneau River, Bruneau Sand Dunes, Hot Springs, and this entire segment of the Oregon Trail.	24000 - Cultural Resources, 24010 - Historic Trails
101276	9	1	CONNIE BRANDAU	I = Individual (s) not affiliated	QC complete	Keeping the transmission lines on the BOPNCA would mean that there would be fewer and less intense water quality issues related to construction. As a 10 year plus member of the Mid-Snake Succor Creek Water Shed Advisory Group, I am aware that there are numerous perennial and ephemeral creeks, canyons, and drainages that enter the Snake River from the Owyhee Breaks on the west that would have to be crossed and few (if any) that enter from the BOPNCA and the Kuna desert on the east.	27030 - Wetlands/Riparian vegetation, 33000 - Water Resources and Use
101276	10	1	CONNIE BRANDAU	I = Individual (s) not affiliated	QC complete	Keeping the transmission lines on the BOPNCA would avoid winter feeding habitat areas for mule deer, antelope, mountain sheep, and wild horse herds as identified by various Idaho agencies. There are more species of concern (SC) and sensitive species (SS) in the Deferred Decision areas in Owyhee County than there are in the proposed routes Segment 8 & 9.	28000 - Wildlife (general), 28030 - Big Game/Winter Range, 28060 - Other Special Status Wildlife
101276	11	1	CONNIE BRANDAU	I = Individual (s) not affiliated	QC complete	A positive economic impact to our budding Idaho industries is dependent on the availability to access electrical power. Good, sound, long term planning is necessary to make that access possible. It stands to reason that the closer the power is to developed areas the more the public will benefit and the less the cost to them will be. There is great potential for green energy production (wind, solar, and hydro) along the Snake River Canyon in Idaho. The August, 2014 revised application for Segments 8 & 9 would keep the transmission lines in an area that would allow more convenient and lest costly access to that type of power production. Keeping the transmission lines in the August 8, 2014 proposed Segments 8 & 9 corridor makes the best sense.	16000 - Generally support project, 25050 - Community/city development and expansion
101278	1	1	JAMES SCHOFIELD	I = Individual (s) not affiliated	QC complete	My property backs up the BLM Land and my concern is my view of the Owyhee desert will be impacted. The view of the canyons and buttes was a huge reason for selecting my property, (of course nobody informed me of the possibility of such a transmission line). My hope is to not have it to the west of my property. However, should it get built, please locate it as far west as Kane Spring Road to reduce the visual impact.	23000 - Visual Resources
101223	1	2	ANTHONY MILLER,TERRY MILLER	I = Individual (s) not affiliated	QC complete	Enough time and resources have been expended on this project. The proposed segment 8 route is the sensible course of action. For the good of the local economy and the people you serve approve it and move on.	25000 - Socioeconomics, 50010 - Segment 8 – Applicants' Proposed Route
101250	1	1	GARLAND HOUSLEY	I = Individual (s) not affiliated	QC complete	Leave the transmission Line project as proposed through the morley nelson Bird of prey	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route

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101230	1	2	SHARON STRICKLAND,RICHARD STRICKLAND JR	I = Individual (s) not affiliated	QC complete	Why are BOTH Segment 8 and Segment 9 necessary? It appears that this is simply placing two lines across the same distance, where one line is proposed in other areas. We recommend Segment 9 and Alternative 9E that take the line across mostly public land, where the least amount of private residences would be affected.	34010 - Private Land/Land Ownership, 34011 - Site the line on public land, 51020 - Segment 9 – Routes considered in the 2013 FEIS
101230	2	2	SHARON STRICKLAND,RICHARD STRICKLAND JR	I = Individual (s) not affiliated	QC complete	If Segment 8 MUST be included, then we urge the BLM to consider Alternative 8A, where less private land would be impacted; there is an existing corridor already in existence on 8A that runs south of the Shoestring Road, and there would less disturbance to golden eagles and owls in the 8A alternative.	28000 - Wildlife (general), 28020 - Raptors/Eagles/Ravens, 50020 - Segment 8 – Routes considered in the 2013 FEIS
101230	3	2	SHARON STRICKLAND,RICHARD STRICKLAND JR	I = Individual (s) not affiliated	QC complete	Regarding your responses to our comments made on the Final EIS: As we previously stated, there is an old transmission line that runs approximately 1/4 mile south of our home. Placing another line there with 160-180ft towers will lower our property values. You stated that because the line will run south of the present line and we are on the north, there would be less visual impact. Just what is the definition of "less" - ? The visual impact difference would be minimal at best. And to the person who made the snarky comment that none of the 1500 observation points were on our porch, we invite you to come and see for yourself just what a visual impact (and consequential loss in property value) we will suffer if Segment 8 is approved as proposed.	23000 - Visual Resources, 25030 - Property Values, 50000 - Segment 8 General
101221	1	1	JOHN FRIEDENREICH	I = Individual (s) not affiliated	QC complete	I approve the proposed Segment 8 route that the Regional Advisory Committee (RAC) has proposed. The RAC does not need to spend additional time or money to review any other route options. Please do not change the route from the NCA for Segment 8.	50010 - Segment 8 – Applicants' Proposed Route
101256	1	1	RONALD WRIGHT	I = Individual (s) not affiliated	QC complete	There is no need to look at any other routes and I approve the proposed segment 8 route that the regional advisory committee has proposed. The RAC has spent hundreds of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA. Please do not change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101258	1	1	KLAR LLC,KELLY MANN	I = Individual (s) not affiliated	QC complete	Please do not change the route from the NCA. I agree with the preferred routes from segments 8 and 9 as proposed.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101247	1	1	RICHARD KERSHNER	I = Individual (s) not affiliated	QC complete	The line North of Orchard, Owyhee, Melba and South of Kuna is not wownted at all.	50020 - Segment 8 – Routes considered in the 2013 FEIS
101247	2	1	RICHARD KERSHNER	I = Individual (s) not affiliated	QC complete	The line North of Orchard and South of Owyhee, Melba Kuna is ok.	50010 - Segment 8 – Applicants' Proposed Route, 50020 - Segment 8 – Routes considered in the 2013 FEIS
101247	3	1	RICHARD KERSHNER	I = Individual (s) not affiliated	QC complete	The other 2 Lines south of these 2 are ok.	51010 - Segment 9 – Applicants' Proposed Route, 51020 - Segment 9 – Routes considered in the 2013 FEIS
101251	1	1	ANNA ROGERS	I = Individual (s) not affiliated	QC complete	Please do not change the route from The NCA. The RAC has spent many hours and thousands of dollars reviewing various routes & concluded on the proposed location through the NCA. There is no need to look at any other routes. I approve the proposed segment 8 route that the RAC has proposed.	50010 - Segment 8 – Applicants' Proposed Route
101260	1	2	JERRY SWORD,RAMONA SWORD	I = Individual (s) not affiliated	QC complete	My wife and I approve the proposed segment 8 route that the RAC has proposed. We feel there is no need to look at any other routes. The RAC has spent hundreds of hours and thousands of dollars in reviewing various routes and have concluded on the proposed location through the NCA. Please do no change the route from the NCA.	50010 - Segment 8 – Applicants' Proposed Route
101222	1	1	WILDEARTH GUARDIANS,ERIK MOLVAR	S = Special Interest Group	QC complete	Proposed route alterations currently under consideration involve additional alternatives in southwestern Idaho, but as the BLM is reopening the NEPA process, the agency should also consider route alternatives in western Wyoming to avoid the sage grouse Core Area north of Kemmerer, and instead carry the line westward along Interstate 80 until reaching the Utah border.	10000 - Conformance with the NEPA process, 18000 - Comments on segments 1 to 7 & 10, 28070 - Sage-grouse
101222	2	1	WILDEARTH GUARDIANS,ERIK MOLVAR	S = Special Interest Group	QC complete	In addition, BLM notes that WECC has relaxed its offset requirements for other power lines to 250 feet; this applies across the entire length of the proposed new line, and it is a reasonable alternative to revisit each and all of	10000 - Conformance with the NEPA process, 13000 - Use of/ Failure to use designated corridors, 18000 - Comments on segments 1 to 7 & 10, 50010 - Segment 8

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						the segments to ensure that new powerlines are sited as close as possible to existing transmission lines.	– Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101222	3	1	WILDEARTH GUARDIANS,ERIK MOLVAR	S = Special Interest Group	QC complete	According to BLM policy, the agency must consider in detail under at least one alternative the science-based recommendations of the agency's National Technical Team ("NTT," 2011) in these plan revisions. The NTT recommended that sage grouse Priority Habitats be treated as exclusion zones for overhead transmission lines, and this recommendation should be implemented throughout the length of the Gateway West transmission corridor.	10000 - Conformance with the NEPA process, 18000 - Comments on segments 1 to 7 & 10, 28070 - Sage-grouse, 50010 - Segment 8 – Applicants' Proposed Route, 51020 - Segment 9 – Routes considered in the 2013 FEIS
101222	4	1	WILDEARTH GUARDIANS,ERIK MOLVAR	S = Special Interest Group	QC complete	Braun et al. (2002) reported that 40 leks with a power line within 0.25 mile of the lek site had significantly slower population growth rates than unaffected leks, which was attributed to increased raptor predation. Dinkins (2013) documented sage grouse avoidance of powerlines not just during the nesting period but also during early and late brood-rearing. Wisdom et al. (2011) also documented strong relationships between grouse lek extirpation and proximity to transmission lines. In other sage grouse plan amendment DEISs, BLM has documented negative effects to 4 miles from powerlines and beyond.	28070 - Sage-grouse
101222	5	1	WILDEARTH GUARDIANS,ERIK MOLVAR	S = Special Interest Group	QC complete	Simply requiring perch inhibitors to be installed on powerlines is not an adequate regulatory mechanism (see Prather 2010, Lammers and Collopy 2007); such perch deterrents reduce, but do not eliminate, raptor perching (Slater and Smith 2010). Notably, it was golden eagles and ravens, two of the most important sage grouse predators and nest predators, respectively, that most effectively circumvented powerline perch inhibitors in this study.	28020 - Raptors/Eagles/Ravens, 28070 - Sage-grouse, 48000 - Design Features
101222	6	1	WILDEARTH GUARDIANS,ERIK MOLVAR	S = Special Interest Group	QC complete	We are concerned that large-scale transmission lines such as this one are detrimental to greater sage grouse through providing roosting and nesting opportunities for corvids and birds of prey that are sage grouse predators and/or nest predators, by triggering behavioral avoidance of otherwise suitable habitats, and by presenting direct mortality hazards through collisions. For these reasons, transmission lines should not be allowed in or even near identified Priority Habitats or Priority Areas for Conservation (PACs). A two-mile buffer from these sensitive sage grouse habitats should effectively minimize the impacts of this project on greater sage grouse.	28020 - Raptors/Eagles/Ravens, 28070 - Sage-grouse
101222	7	1	WILDEARTH GUARDIANS,ERIK MOLVAR	S = Special Interest Group	QC complete	We are also concerned that the cumulative impact of numerous powerlines and highways taken together may come to form a barrier to sage grouse migration and dispersal. Please determine through your NEPA analysis whether current or cumulative densities of infrastructure are already or will with the future addition of this transmission line present a barrier to sage grouse movement.	10000 - Conformance with the NEPA process, 28070 - Sage-grouse, 43000 - Cumulative Effects
101222	8	1	WILDEARTH GUARDIANS,ERIK MOLVAR	S = Special Interest Group	QC complete	Sage grouse have little tolerance for interstate highways (Knick et al. 2013). Along Interstate 80 in Wyoming and Utah between 1970 and 2003, observers found no leks within 2 km (1.25 mi) of the interstate and fewer birds on leks within 7.5 km (4.7 mi) than within 7.5–15 km (4.7–9.3 mi) beyond the interstate (Connelly et al. 2004). According to BLM's own NEPA analysis: Impacts on GRSG accrue over varying distances from origin depending on the type of development: - Interstate highways at 4.7 miles (7.5 kilometers) and paved roads and primary and secondary routes at 1.9 miles (3 kilometers) based on indirect effects measured through road density studies (Connelly et al. 2004; Holloran 2005; Lyon 2000) Nevada – Northeastern California Greater Sage-grouse RMP Amendment DEIS at 605. BLM should give serious consideration to locating all transmission line segments within 4.7 miles of interstate highways for this reason.	28070 - Sage-grouse, 38000 - Transportation
101222	9	1	WILDEARTH GUARDIANS,ERIK MOLVAR	S = Special Interest Group	QC complete	It is critically important that BLM consider in detail the best available science regarding minimizing the impacts of siting this transmission line on sage grouse. Please procure and analyze in detail each of the scientific studies	10000 - Conformance with the NEPA process, 45000 - Literature Used/Not Used

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						referenced in the Literature Cited section of these comments and incorporate them into the analysis of direct and cumulative impacts in the Supplemental Draft EIS.	
101255	1	1	DANA HENNIS	I = Individual (s) not affiliated	QC complete	I approve the proposed segment 8 route that the regional advisory committee has proposed. The RAC has spent hundreds of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA. PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA.	50010 - Segment 8 – Applicants' Proposed Route
101224	1	1	DAVID L PALFREYMAN	B = Business or Business Group	QC complete	After attending several public hearings and providing input, I strongly support the proposed Segment 8 route that the Regional Advisory Committee has proposed. Much time and expense has been expended in reviewing multiple alternative routes. I feel strongly that the proposed location through the NCA is right for all parties. Please do not change the NCA route.	50010 - Segment 8 – Applicants' Proposed Route
101239	1	3	OWYHEE COUNTY,KELLY ABERASTURI,JERRY HOAGLAND,JOE MERRICK	G = Government	QC complete	This document provides the Owyhee County Idaho Scoping Comment on the Gateway West Segments 8 and 9. GENERAL COMMENTS: We are pleased that the cunent proposed routings of the two segments are the routings developed and supported by the RAC Subcommittee. We believe the best altematives for the two segments are those routes.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101239	2	3	OWYHEE COUNTY,KELLY ABERASTURI,JERRY HOAGLAND,JOE MERRICK	G = Government	QC complete	We are disappointed in the failure of the power companies to adopt the Mitigation and Enhancement Portfolio developed by the RAC Subcommittee. The RAC Subcommittee looked carefully at the proposed Mitigation and Enhancement from the perspective of what was required to make the routes through the NCA workable in terms of both the legislative/regulatory requirement of the NCA and the possible opposition from various interest groups. That the companies failed to fully adopt the Subcommittee's work, we believe, places the project in jeopardy. We will contact Idaho Power directly to voice our concerns on this important matter.	12000 - Relationships to other federal laws and policies, 35020 - Mitigation suggestions, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101239	3	3	OWYHEE COUNTY,KELLY ABERASTURI,JERRY HOAGLAND,JOE MERRICK	G = Government	QC complete	1. The Record of Decision issued by the BLM in November 2013 called upon BLM to evaluate and refine the Mitigation and Enhancement plan to ensure that it is sufficient to meet the enhancement requirements of the legislation that designated the BOPNCA. To authorize a right-of-way (ROW) under the Federal Land Policy and Management Act (FLPMA) through any portion of the BOPNCA, the BLM is charged with demonstrating that an enhancement program will result in a net benefit to the NCA for the duration of the permit (PL 1 03-64). The Companies have not demonstrated that their plan will create a net benefit to the BOPNCA relative to current conditions, and the August version of the plan appears insufficient to meet the enhancement requirements of the enabling legislation.	12000 - Relationships to other federal laws and policies, 35000 - NCA/SRBOP (general), 35010 - Enhancement requirements, 35030 - Applicants' MEP (specific to NCA)
101239	4	3	OWYHEE COUNTY,KELLY ABERASTURI,JERRY HOAGLAND,JOE MERRICK	G = Government	QC complete	2. There are various statements in the proposal which are misleading or erroneous in regard to impacts on either the " ... values for which the NCA was designated ... " (Pages 6 and 18, for example) or on the impacts to rap tors (page 18 for example). The RAC Subcommittee analysis did not indicate "no impacts" but rather indicated where the lines could be located with minimized impacts through mitigation and enhancement. Statements indicating "no impacts" are not only incorrect, they also offer easy wins for opposition groups if the proposed route is litigated.	28020 - Raptors/Eagles/Ravens, 35030 - Applicants' MEP (specific to NCA)
101239	5	3	OWYHEE COUNTY,KELLY ABERASTURI,JERRY HOAGLAND,JOE MERRICK	G = Government	QC complete	3. The Companies' mitigation and enhancement portfolio, has been reviewed by the RAC Subcommittee which prompted numerous suggested improvements. The version reviewed by the Subcommittee was not the final version submitted by the Companies, however, the RAC Subcommittee	35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes

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						proposals were not adopted by the Companies and the version submitted does not address or mitigate the issues raised by the RAC Subcommittee.	
101239	6	3	OWYHEE COUNTY,KELLY ABERASTURI,JERRY HOAGLAND,JOE MERRICK	G = Government	QC complete	. The Companies used a formula for calculation of mitigation which is apparently a common practice in the industry. However, "Enhancement" is unique to the Birds of Prey NCA and is not the same as "mitigation." Calculating "enhancement" for the Birds Of Prey NCA is likely the first instance of such a calculation in the planning or a transmission line route. The current enhancement package is weak and, if uncorrected, will be the fail point of the proposed routes.	35010 - Enhancement requirements, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101239	7	3	OWYHEE COUNTY,KELLY ABERASTURI,JERRY HOAGLAND,JOE MERRICK	G = Government	QC complete	5. Included in the Portfolio is the purchase of property to protect cultural resources. This purchase is unnecessary and contrary to the stated goals of Owyhee County, and other rural counties, to maintain the current acreage of land in private ownership vs seeing private lands (which support the county tax base) to be transferred to federal ownership.	24000 - Cultural Resources, 34010 - Private Land/Land Ownership, 34020 - County and City Plans/Zoning, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 25040 - Taxes/Taxpayers, 57000 - General project effects on Counties
101239	8	3	OWYHEE COUNTY,KELLY ABERASTURI,JERRY HOAGLAND,JOE MERRICK	G = Government	QC complete	6. The proposed habitat improvements are limited in acreage and will be of limited benefit. They are inadequate in both the dollar amounts and the proposed projects. Enhancements should be planned at the landscape level to be effective.	27000 - Vegetation, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101239	9	3	OWYHEE COUNTY,KELLY ABERASTURI,JERRY HOAGLAND,JOE MERRICK	G = Government	QC complete	7. Current portfolio contains public education. BLM is already fully engaged in such public education as are groups such as the Peregrine Foundation. This duplication of effort will bring little improvement and is a waste of funds better spent elsewhere	35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101239	10	3	OWYHEE COUNTY,KELLY ABERASTURI,JERRY HOAGLAND,JOE MERRICK	G = Government	QC complete	8. The Companies' enhancement package proposes a myriad of various projects without demonstrating how standards of enhancement will be met during the life of the project. 9. Funds currently proposed in the portfolio for education and land purchase should be used for more effective enhancement projects as noted in the Subcommittee report. 10. A simple, low cost study should be completed to determine the cost savings of the proposed segments 8 and 9 routes to clearly show the economic benefits to the companies that occur from routes through the NCA where roads and other infrastructure are already present. The study should include the cost savings obtained where roads exist, thus eliminating easement access, applications costs, and construction. 11 . Once the potential savings are known, a more reasonable and viable Mitigation and Enhancement Portfolio can be developed. The enhancement package should not be punitive but must meet the standards of the legislation for the BOP NCA.	25000 - Socioeconomics, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 38000 - Transportation
101240	1	2	OWYHEE CITIZENS TASK FORCE,ERNIE BREUER,ROBYN C THOMPSON	I = Individual (s) not affiliated	QC complete	We officially would like to express our graditude to the BLM for deferring their decision reguarding segments 8 & 9 of the Gateway West Transmission Line Project. We diligently attended the 11 RAC subcommittee meetings, the one work session and both field trips. Our comments, power point presentation and map were respectively received by the RAC subcommittee. We enthusiastically endorse the Proponents Revised Application Proposed Routes for segments 8 & 9. We have thoroughly read and endorse the Boise District Resource Advisory Council Subcommittee Report on Gateway West Segments 8 and 9 Route Options in or near the Morley Nelson Snake River Birds of Prey National Conservation Area dated May 30, 2014	16000 - Generally support project, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101240	2	2	OWYHEE CITIZENS TASK FORCE,ERNIE BREUER,ROBYN C THOMPSON	I = Individual (s) not affiliated	QC complete	We would like to add information discussed with the subcommittee on the March 27th field trip: Segment 8: Summer Lake Option 1 is to cross HWY 78 250' North of the existing 500 kV line. The Summer Lake Option, once it reaches the existing tower will @ that point become the most eastward kV line. The existing 500kV	50010 - Segment 8 – Applicants' Proposed Route, 48000 - Design Features

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						line will move N. W. of summer lake option to minimize the impact to existing homes and the Blue Canoe 2 Gufty.	
101240	3	2	OWYHEE CITIZENS TASK FORCE,ERNIE BREUER,ROBYN C THOMPSON	I = Individual (s) not affiliated	QC complete	Segment 9: Baja Road - Murphy Flat South will approach Hemingway N. W. of the Summer Lake Option.	51010 - Segment 9 – Applicants' Proposed Route, 48000 - Design Features
101240	4	2	OWYHEE CITIZENS TASK FORCE,ERNIE BREUER,ROBYN C THOMPSON	I = Individual (s) not affiliated	QC complete	All lines should enter and exit on the west end of the Hemingway substation to prevent sandwiching the residents residing in the China Ditch community. John Chatburn, Idaho Department of Energy and Keith Georgeson Project Leader Idaho Power are aware of these proposals. We are including a diagram for clarification.	48000 - Design Features
101241	1	1	JOHNSON FARMS,RICK JOHNSON	I = Individual (s) not affiliated	QC complete	I approve of the proposed Segment 8 route that the RAC has proposed.	50010 - Segment 8 – Applicants' Proposed Route
101273	1	2	LOUIS & DEANNA SANCHEZ	I = Individual (s) not affiliated	QC complete	We strongly approve the proposed Segment 8 Route that the Regional Advisory Committee (RAC) has proposed. The RAC has spent hundreds of hours and thousands of dollars in reviewing various routes for the Gateway West Transmission Line Project and have concluded on the proposed location through the NCA. Please do not change the route from the NCA, (Morley Nelson Birds of Prey).	50010 - Segment 8 – Applicants' Proposed Route
101290	1	2	CAROL BRAND,RICK BRAND	I = Individual (s) not affiliated	QC complete	We are pleased that the Companies have adopted the Resource Advisory Council (RAC) subcommittee's recommended routes as their proposed action.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101290	2	2	CAROL BRAND,RICK BRAND	I = Individual (s) not affiliated	QC complete	By avoiding private land and sage-grouse habitat, these routes minimize conflicts with people and resources.	28070 - Sage-grouse, 34010 - Private Land/Land Ownership
101290	3	2	CAROL BRAND,RICK BRAND	I = Individual (s) not affiliated	QC complete	However, it is disappointing that the Companies did not adopt the RAC subcommittee's May 30, 2014 recommendations about the Mitigation and Enhancement Portfolio in their August revision of that document. The proposed routes will not be acceptable to BLM and Conservation Lands advocates if they are not accompanied by a substantive and meaningful plan to mitigate and enhance resources and values within the Morley Nelson Snake River Birds of Prey Area. The Companies have not demonstrated that their plan will create a net benefit to the BOPNCA relative to current conditions, and the August version of the plan appears insufficient to meet the enhancement requirements of the enabling legislation. We urge the BLM and the Companies to re-consider the RAC subcommittee comments on the Enhancement package. The May 30 report identifies deficiencies in the plan that still have not been addressed, and it recommends actions that have not been included in the revised plan. The Companies and BLM have invested a great deal of time and money in this project, and it appears they have finally gotten public support for feasible, proposed routes. However, the proposed routes will be dead on arrival if the Companies don't invest more in constructive and effective mitigation and enhancement. Please don't let an insufficient enhancement plan stop the progress that has been made thus far.	12000 - Relationships to other federal laws and policies, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes
101238	1	1	SNAKE RIVER RANCH, LLC,C DALE WILLIS JR	B = Business or Business Group	QC complete	After years of work, the Bureau of Land Management (BLM), and the Power Companies (Idaho Power and Rocky Mountain Power) who will finance and build the project, have agreed to routing Segment 8 through Morley Nelson Birds of Prey- NCA. Their agreement, as now proposed, will eliminate millions of dollars of economic damage to our great state which would have occurred had earlier route selections been finalized through private farms, dairies, prime development land and near Kuna and Melba. There is no need to look at any other routes and I approve the proposed Segment 8 route that the Regional Advisory Committee (RAC) has proposed. The RAC has spent hundreds of hours and thousands of dollars in reviewing various routes and concluded on the	25000 - Socioeconomics, 25050 - Community/city development and expansion, 25060 - Agriculture, 34010 - Private Land/Land Ownership, 34020 - County and City Plans/Zoning, 50010 - Segment 8 – Applicants' Proposed Route, 58000 - General project effects on State (Idaho)

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						proposed location through the NCA. PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA	
101253	1	1	JOAHN MAGLECIC	I = Individual (s) not affiliated	QC complete	I feel like they need to stay away from private land.	34011 - Site the line on public land
101252	1	0	KATHRYN ALDER	I = Individual (s) not affiliated	QC complete	As an outgoing RAC member and as a farmer, "There is "absolutely" no need to look at any other routes, and I approve the proposed segment 8 route that the RAC has proposed. The RAC has spent hundreds of hours and dollars in reviewing all the information. Please approve segment 8 and move on -	50010 - Segment 8 – Applicants' Proposed Route
101246	1	1	GEORGE A BOUVIER	I = Individual (s) not affiliated	QC complete	The transmission line needs to be run through the Birds of Prey. The modern construction would turn out to be an asset to the birds & wildlife.	28000 - Wildlife (general), 28020 - Raptors/Eagles/Ravens, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route, 48000 - Design Features
101246	3	1	GEORGE A BOUVIER	I = Individual (s) not affiliated	QC complete	Running it through Kuna and Melba residential & farmland would be a disaster to the area.	25000 - Socioeconomics, 25060 - Agriculture, 34010 - Private Land/Land Ownership
101268	1	1	GABIOLA LAND COMPANY LLC,ALBERT GABIOLA	B = Business or Business Group	QC complete	The Gabiola Land Company owns a 120 acre tract of line close to the proposed transmission line project. The legal description of the land is NW 1/4 and S 1/2, NW 1/4, Sec.29, T.1N, R.2E, B.M, Parcel Number S2029220000, Ada County. We prefer that the final route of the transmission be the route furthest from our land so as to minimize the adverse visual and economic impacts on our property.	23000 - Visual Resources, 25000 - Socioeconomics, 50000 - Segment 8 General
101289	1	1	SNAKE RIVER RANCH, LLC,KATHLEEN ZOLDOS	I = Individual (s) not affiliated	QC complete	there is no need to look at any other routes and I approve the proposed Segment 8 route that the Regional Advisory Committee (RAC) has proposed. The RAC has spend hundreds of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA. PLEASE DO NOT CHANGE THE ROUTE FROM THE NCA.	50010 - Segment 8 – Applicants' Proposed Route
101227	1	1	LEAH D OSBORN	I = Individual (s) not affiliated	QC complete	"Raptor Expert Morley Nelson assisted PP&L with routing the line so it would not adversely affect raptors and with the designing platforms for transmission towers that would encourage raptor nesting(Nelson and Nelson 1976, Nelson 1982)." This quote came from page 30 of the Draft Mitigation and Enhancement Portfolio Proposal. The enhancement package really needs to do the most possible to address the BIRDS in this area! This whole Gateway West process has been going on for about 6 years....I absolutely support Segment 9 through the BOPNCA. This route needs to be finalized we have come a long way.	28020 - Raptors/Eagles/Ravens, 35030 - Applicants' MEP (specific to NCA), 35040 - Recommendations for MEP changes, 51010 - Segment 9 – Applicants' Proposed Route, 48000 - Design Features
101225	1	1	US NATIONAL PARK SERVICE, INTERMOUNTAIN REGION,TAMMY WHITTINGTON	G = Government	QC complete	The NPS encourages the Bureau of Land Management (BLM) to make every effort to ensure that transmission lines are constructed and operated in an environmentally responsible manner that serves the public interest, protects cultural and natural resources, and protects our treasured landscapes. While the NPS supports the development and modernization of our nation's energy grid, we maintain that it can and should be done using the least environmentally impactful methods.	16000 - Generally support project, 24000 - Cultural Resources
101225	2	1	US NATIONAL PARK SERVICE, INTERMOUNTAIN REGION,TAMMY WHITTINGTON	G = Government	QC complete	NPS recommends the use of the BLM Preferred Alternatives in the vicinity of Hagerman Fossil Beds National Monument (the Monument). If other routes closer to the Monument come under consideration, the NPS may have concerns about visual resources, visitor access during construction, and increased vandalism and theft of resources with off highway vehicles (OHV) and horseback use of new access roads. The NPS requests early interagency coordination with the BLM if there are new developments in potential routes in the vicinity of the Monument.	12000 - Relationships to other federal laws and policies, 23000 - Visual Resources, 36000 - Recreation, 36020 - Off Road Vehicles/OHV, 38000 - Transportation, 50020 - Segment 8 – Routes considered in the 2013 FEIS, 51020 - Segment 9 – Routes considered in the 2013 FEIS
101225	3	1	US NATIONAL PARK SERVICE, INTERMOUNTAIN REGION,TAMMY WHITTINGTON	G = Government	QC complete	The NPS encourages the BLM to continue active coordination to protect the visitor experience at Oregon National Historic Trail remnants throughout western Idaho, particularly at intact segments such as those in Hagerman	12000 - Relationships to other federal laws and policies, 19000 - Mitigation (general), 34010 - Private Land/Land Ownership, 36000 - Recreation, 24010 - Historic Trails

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						Fossil Beds National Monument and in the vicinity of Three Island Crossing State Park, and wherever they occur on other public and private lands.Regardless of the alternatives selected, the proposed project will have significant, adverse impacts on the National Historic Trails through Idaho. Although it is too soon to discus's mitigation, NPS would urge BLM to ensure that mitigation to the Oregon National Historic Trail would be commensurate to the impacts.	
101225	4	1	US NATIONAL PARK SERVICE, INTERMOUNTAIN REGION,TAMMY WHITTINGTON	G = Government	QC complete	Regarding Segment 8, the BLM Preferred Alternative appears to correspond closely to the North Trail Segment of the Oregon National Historic Trail (NHT), which is shown on NPS brochures as a "segment of the trail offering the best visitor experiences," and which is also a designated High Potential Segments of the trail. High Potential Segments, according to the National Trails System Act, are "those segments of a trail which would afford high quality recreation experience in a portion of the route having greater than average scenic values or affording an opportunity to vicariously share the experience of the original users of a historic route." NHTs also are components of the National Landscape Conservation System, which under BLM Handbook 6280, are supposed to be protected from development. The Proposed Alternative, on the other hand, would include a perpendicular crossing of the Oregon NHT and may have the potential to impact part of the southern route of the Oregon Trail.	12000 - Relationships to other federal laws and policies, 36000 - Recreation, 24010 - Historic Trails, 50010 - Segment 8 – Applicants' Proposed Route, 50020 - Segment 8 – Routes considered in the 2013 FEIS
101225	5	1	US NATIONAL PARK SERVICE, INTERMOUNTAIN REGION,TAMMY WHITTINGTON	G = Government	QC complete	Regarding Segment 9, the BLM Preferred Alternative appears to intersect the Oregon NHT from the Kings Hill area to where the proposed transmission line turns west to pass over Birds of Prey. However, when using the BLM interactive map on the project website, it is difficult to determine exactly where the proposed line would intersect and/or impact the NHT. NPS requests that BLM provide us geographical layers of the proposed transmission line so that we can better determine the locations where the proposed transmission line and the NHT would intersect.	24010 - Historic Trails, 51020 - Segment 9 – Routes considered in the 2013 FEIS
101291	1	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	However, we join other commenters who have expressed concerns about how this proposed transmission project meets the requirements contained in the language establishing this NCA.	12000 - Relationships to other federal laws and policies, 35010 - Enhancement requirements
101291	2	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	Effects on wildlife habitat, plants and animals, including threatened, endangered, and sensitive species;	27000 - Vegetation, 27010 - Special Status Plants, 28000 - Wildlife (general), 28060 - Other Special Status Wildlife, 28080 - Threatened/Endangered Species
101291	3	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	Effects to visual resources and existing view sheds;	23000 - Visual Resources
101291	4	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	Land use conflicts and consistency or inconsistency with existing federal (BLM) land use plans as well as state and private lands, including the Morley Nelson Snake River Birds of Prey National Conservation Area (NCA);	34010 - Private Land/Land Ownership, 34030 - Federal land Use Plans, 35000 - NCA/SRBOP (general)
101291	5	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	Reliability of the transmission infrastructure, particularly in southwest Idaho.	11000 - Purpose and Need for the Project
101291	6	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	More specifically, the Alliance recommends that BLM, as part of its crafting of this Supplemental Environmental Impact Statement, explore in more detail "The purposes for which the conservation area is established, and shall be managed, are to provide for the conservation, protection and enhancement of raptor populations and habitats and the natural and environmental resources and values associated therewith, and of he scientific, cultural, and educational resources and values of the public land in the conservation area." We recommend that BLM and the proponents better describe how the installation of a high-voltage transmission line across this NCA adheres to the above prescriptions and how this proposed transmission line advances the purposes of the establishment of this NCA.	12000 - Relationships to other federal laws and policies, 35010 - Enhancement requirements
101291	7	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	It is clear from the record that there are fundamental differences on potential avian impacts in important areas should this project move forward. We offer	28020 - Raptors/Eagles/Ravens

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						no expertise, but we recommend that this environmental analysis includes science-based, defensible examinations of those impacts.	
101291	8	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	We are pleased that the Western Electric Coordinating Council (WECC) has reduced the separation distance between parallel transmission lines to 250 feet.	48000 - Design Features
101291	9	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	We are also pleased that BLM has considered changes to the proposed alignments as recommended by its RAC.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101291	10	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	The Alliance also believes that the proponent utilities (Idaho Power, Rocky Mountain Power, and Bonneville Power Administration) will remain liable for any required restoration required by any or all disturbances, and that any such restoration is undertaken in such a way that eliminates the possibility of transmission of invasive plant or animal species.	27020 - Invasive Plants/weeds, 28000 - Wildlife (general)
101291	11	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	We have numerous concerns regarding how these two proposed Segments 8 and 9 will traverse private, state, and federal properties and we expect those issues will be addressed in the DSEIS.	34010 - Private Land/Land Ownership
101291	12	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	We ask BLM to conduct a more thorough analysis of why this NCA was created and what, specifically, the Department of Interior, as the curator of this important NCA, has done to ensure its future successes. There are only sparse references to the history of this important wildlife area, and a weaker record of actions by the Proponents to defend and protect the lands for which these agencies have been entrusted.	35000 - NCA/SRBOP (general)
101291	13	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	The Alliance asks BLM and the Utility Proponents to demonstrate how the establishment of additional transmission lines through and across the Snake River Birds of Prey National Conservation Area as approved by the 103rd Congress within Public Law 103-64 comports with the Act's language above or, in the alternative, how this proposal does not comport with the language in the Act. We also recommend that the DSEIS address specifically the above paragraph, and how this project will conserve, let alone protect, native raptors within the NCA.	12000 - Relationships to other federal laws and policies, 28020 - Raptors/Eagles/Ravens, 35000 - NCA/SRBOP (general)
101291	14	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	We recommend to BLM that it explore in greater depth possible impacts to known raptor nests and roosts as reflected in Figure E 10-6. It is clear that, as would be expected in and adjacent to the NCA, there is considerable raptor activity between the two proposed segments, and we expect the DSEIS will examine possible impacts in detail. It appears that the proposed Segments 8 and 9 will avoid to the extent possible known Greater Sage-grouse leks ads well as most of the sagebrush habitat (in the Case of Segment 9). As with possible impacts to raptors, we expect possible impacts to sage-grouse to be fully examined.	28020 - Raptors/Eagles/Ravens, 28070 - Sage-grouse, 51010 - Segment 9 – Applicants' Proposed Route
101291	15	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	Regarding Segment 8, we are relieved that the Proposed Route south of Owyhee, would take the line further from impacting the Kuna area. The Deferred Decision Route that would have run north of Owyhee and much closer to the Kuna community was unacceptable.	50010 - Segment 8 – Applicants' Proposed Route, 50020 - Segment 8 – Routes considered in the 2013 FEIS
101291	16	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	Finally, the Alliance asks that BLM, in its forthcoming DSIES, describe how these proposed Segments 8 and 9 fit into that portion of the Gateway West transmission project that has already been approved by the federal agencies.	10000 - Conformance with the NEPA process
101291	17	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	Regardless of which routes are finally proposed by BLM and the Proponents, we believe it is of the utmost importance that all actions taken by the Utility Proponents are thoroughly and transparently examined by a third party. If this agreement is approved, we join our colleagues in insisting that the implementation of the terms of the agreement are upheld. We expect that Idaho Power provides some of the financing for this 3rd-Party evaluation, particularly as it relates to promised habitat restoration [as contained in the	35010 - Enhancement requirements

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						eventual agreement] and also as it relates to law enforcement to ensure the conditions of this agreement remain intact	
101291	18	1	SNAKE RIVER ALLIANCE,KEN MILLER	S = Special Interest Group	QC complete	It is possible that this proposal may require amendment of one or more BLM land use plans or management framework plans. Should that occur, we agree with BLM that “the BLM will integrate the land use planning process with the NEPA analysis process for this project.”	34030 - Federal land Use Plans
101254	1	1	SUSAN KELLY	I = Individual (s) not affiliated	QC complete	I have seen the proposed BLM line which runs very near to my home as well as Idaho Power's proposed line. I am for the Idaho Power line. These are currently lines closer to the Swan Falls area and it makes more sense to keep the line away from the humans that live in my area. I purchased my land for the views and do not want a view of a large power line. Please move the line south to Swan Falls area.	23000 - Visual Resources, 34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants’ Proposed Route, 50020 - Segment 8 – Routes considered in the 2013 FEIS
101254	2	1	SUSAN KELLY	I = Individual (s) not affiliated	QC complete	My dog, my family & the community of Kuna use the current BLM land south of Kuna for various sports including hiking, cross country running, biking, four wheeling. It would be a shame to expose it to industrial line that can be moved to areas less used by the community.	25050 - Community/city development and expansion, 36000 - Recreation, 36010 - Trails, 36020 - Off Road Vehicles/OHV, 57000 - General project effects on Counties
101254	3	1	SUSAN KELLY	I = Individual (s) not affiliated	QC complete	We are situated at the west end of Kuna mora south two miles of Kuna. We are directly impacted by the proposed line. Please consider moving the lines further south of our home.	34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants’ Proposed Route
101259	1	1	RICHARD & SUE FARNER	I = Individual (s) not affiliated	QC complete	I strongly encourage you to stay with-in your comments "There is no need to look at any other routes and I approve the proposed Segment 8 route that the RAC has proposed. The RAC has spent hundreds of hours and thousands of dollars in reviewing various routes and concluded on the proposed location through the NCA. Please do not change the route from the NCA.	50010 - Segment 8 – Applicants’ Proposed Route
101261	1	1	REED A & GEORGIA A SMITH	I = Individual (s) not affiliated	QC complete	I support the Birds of Prey routes for segments 8 & 9 for the Gateway West Transmission Line.	50010 - Segment 8 – Applicants’ Proposed Route, 51010 - Segment 9 – Applicants’ Proposed Route
101261	2	1	REED A & GEORGIA A SMITH	I = Individual (s) not affiliated	QC complete	Because the original route on private land would have completely blocked my over the air TV reception at Oreana.	34010 - Private Land/Land Ownership, 40000 - Electrical Environment
101261	3	1	REED A & GEORGIA A SMITH	I = Individual (s) not affiliated	QC complete	Besides protecting Killer birds was never a good idea. (Bird of prey) Contributors to the demise of the sage grouse and all bug eating birds which cause half dead forests which burn easier.	28000 - Wildlife (general), 28070 - Sage-grouse, 41000 - Public Safety
101270	1	1	MARCY PETERSON	I = Individual (s) not affiliated	QC complete	these segments 8 and 9 need to go north of the Snake River using the existing energy corridor which already functions without invading private property owners, endangering species or our scenic, pristine vistas and property values.	23000 - Visual Resources, 25030 - Property Values, 28080 - Threatened/Endangered Species, 34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants’ Proposed Route, 51010 - Segment 9 – Applicants’ Proposed Route
101270	2	1	MARCY PETERSON	I = Individual (s) not affiliated	QC complete	our health (sorry but many of us are not convinced that living under these high energy lines is safe or wise and why would you risk THAT?)	41000 - Public Safety
101270	3	1	MARCY PETERSON	I = Individual (s) not affiliated	QC complete	To protect our wildlife, particularly the endangered Sage Grouse! The Sage Grouse must co-habitate great with cattle or they would not have survived HERE all these years! But if you put Powerlines over here for the raptures to hung from the Sage Grouse plus all the rest of our game birds will diminish. The Raptors are over here hunting all the time.	28020 - Raptors/Eagles/Ravens, 28070 - Sage-grouse
101270	4	1	MARCY PETERSON	I = Individual (s) not affiliated	QC complete	Others Reasons for segments 8 + 9 to be North of the Snake River: 1. Time. It is faster. It is shorter. It is much more Level and there are already dirt Rds there. IT is easier to access for building and maintenance.	38000 - Transportation, 50010 - Segment 8 – Applicants’ Proposed Route, 51010 - Segment 9 – Applicants’ Proposed Route, 48000 - Design Features
101270	5	1	MARCY PETERSON	I = Individual (s) not affiliated	QC complete	Also, in case of, no, when there is a sudden brush fire it will be better, quicker north of the River to control!	41000 - Public Safety
101270	6	1	MARCY PETERSON	I = Individual (s) not affiliated	QC complete	Less Resistance. Save Time, money and effort. Less Resistance from People & elements. Save Time. Save Money. Do The Right Thing!	48000 - Design Features
101271	1	1	DONNA VENLTUIZEN	I = Individual (s) not affiliated	QC complete	90% of our traffic comes through the main entrance of Melba. Who would move here if the powerlines come through the main entrance>	25000 - Socioeconomics, 38000 - Transportation
101271	2	1	DONNA VENLTUIZEN	I = Individual (s) not affiliated	QC complete	You will destroy what little business we have here.	25000 - Socioeconomics

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101271	3	1	DONNA VENLTUIZEN	I = Individual (s) not affiliated	QC complete	You already have a solution, you already have powerlines south of Melba. Why cause more environmental impacts erecting them through Melba/ Kuna. We do hope you decide on the BLM proposal which will save our community.	50010 - Segment 8 – Applicants' Proposed Route
101262	1	1	RAE GRIMES	I = Individual (s) not affiliated	QC complete	Stay away from home and land with home [illegible] stay.	34010 - Private Land/Land Ownership
101263	1	1	JOAHN MAGLECIC	I = Individual (s) not affiliated	QC complete	I don't think gateway need to come on privit land.	34010 - Private Land/Land Ownership
101264	1	1	WILLIAM CHASTEEN	I = Individual (s) not affiliated	QC complete	Is it really needed?	11000 - Purpose and Need for the Project, 17000 - Generally oppose project
101264	2	1	WILLIAM CHASTEEN	I = Individual (s) not affiliated	QC complete	Why is Wyoming Power not included in a national grid of Elec. power. Our national grid should be upgraded for future generations not individual corporations. All transmission lines should be upgraded to 500 kV.. Right of ways are already in place - no need to take personal or private property out of existence. A free market will help improve for all. (MA Bell is a good example:) as a citizen of Idaho I should be able to buy power from Wells Dam, a Douglas County Washington Pud, if I wanted to.	10010 - Out of scope comments, 17000 - Generally oppose project
101264	3	1	WILLIAM CHASTEEN	I = Individual (s) not affiliated	QC complete	If BLM allows seg. 8 & 9 to go forth and any land restricted, BLM should open Public Lands for Development. To replace lost farm or private lands.	34011 - Site the line on public land, 35020 - Mitigation suggestions, 50000 - Segment 8 General, 51000 - Segment 9 – General
101264	4	1	WILLIAM CHASTEEN	I = Individual (s) not affiliated	QC complete	From Midpoint go northwest and follow existing line north of Gooding - North of King Hill - stay on BLM Grounds to south of Man Field. The line and right of way and all envoirmental prombems have already occurred.	50000 - Segment 8 General, 48000 - Design Features
101264	5	1	WILLIAM CHASTEEN	I = Individual (s) not affiliated	QC complete	If Idaho PWR is forced to go thru private property, BLM should request that Rocky Mtn. and Idaho Pwr pay for loss of private land or use of it.	34010 - Private Land/Land Ownership, 35020 - Mitigation suggestions
101264	6	1	WILLIAM CHASTEEN	I = Individual (s) not affiliated	QC complete	EPA, A corp of ENG, and BPA should be involved also in this proposal.	10000 - Conformance with the NEPA process
101266	1	1	GENE BORN	I = Individual (s) not affiliated	QC complete	I view the map's on segments 8 and 9 and like what was presented. I feel we have a nice route for The Transmission Line's, lets stop talking about it, wasting money and time and set the project in motion.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101216	1	1	PEGGY ROBINSON	I = Individual (s) not affiliated	QC complete	I approve the Boise RAC route - It avoids my property in Oreana	34010 - Private Land/Land Ownership, 51010 - Segment 9 – Applicants' Proposed Route
101294	2	1	LOUIS MONSON	I = Individual (s) not affiliated	QC complete	We already have one hi voltage power transmission line running over the subdivision and there is no way we will allow another hi voltage power transmission line to further degrade our property values. Our property values have gone down with the increase in size of the substation and the current transmission line.	25030 - Property Values, 34010 - Private Land/Land Ownership
101294	1	1	LOUIS MONSON	I = Individual (s) not affiliated	QC complete	I am writing this comment to voice our displeasure and opposition to the placement of SEGMENT 8 from mile 126 to its terminus at the Wilson (Hemingway) Idaho Power Sub Station . The routing of the line is right thru the China Ditch subdivision. It parallels Trail Drive Road and is in a dry river bed. (which is not always "Dry").	33000 - Water Resources and Use, 50010 - Segment 8 – Applicants' Proposed Route
101300	1	1	CITY OF MELBA, PLANNING AND ZONING COMMISSION,JANICE SCHACHTER-CHANEY	I = Individual (s) not affiliated	QC complete	If these transmission lines come through Melba Road, not only will they take farms away, businesses will not want to come to Melba and certainly new houses will not be built.	25000 - Socioeconomics, 25050 - Community/city development and expansion, 25060 - Agriculture, 34020 - County and City Plans/Zoning
101300	2	1	CITY OF MELBA, PLANNING AND ZONING COMMISSION,JANICE SCHACHTER-CHANEY	I = Individual (s) not affiliated	QC complete	Also, through Birds of Prey, there are already transmission lines, and the sage grouse have thrived. Why can't the lines go through there?	28070 - Sage-grouse, 50010 - Segment 8 – Applicants' Proposed Route, 48000 - Design Features
101300	3	1	CITY OF MELBA, PLANNING AND ZONING COMMISSION,JANICE SCHACHTER-CHANEY	I = Individual (s) not affiliated	QC complete	Segment 8, Route down Melba Road to the highway and over to the river. If the farm land is confiscated, will the farmers get a fair price?	25030 - Property Values, 25060 - Agriculture, 50000 - Segment 8 General
101301	1	1	JAMES & JANE TAYLOR	I = Individual (s) not affiliated	QC complete	Concerned of the south route, north of Murphy Airport, crossing highway 78. Very dangerous, low light levels and at night.	23000 - Visual Resources, 41000 - Public Safety, 51010 - Segment 9 – Applicants' Proposed Route
101301	2	1	JAMES & JANE TAYLOR	I = Individual (s) not affiliated	QC complete	I am a han radio operator in Guffey, will it infringe on my radio transmissions?	40000 - Electrical Environment
101302	1	1	STEVE KAUFMAN	I = Individual (s) not affiliated	QC complete	Follow the existing line (Segment 8) on federal land.	50000 - Segment 8 General
101299	1	1	DOUG HIPWELL	I = Individual (s) not affiliated	QC complete	Prefer the route we agreed on originally, the agreed upon line, parallels existing lines on federal land (Segment 8).	50020 - Segment 8 – Routes considered in the 2013 FEIS

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101269	1	1	OREGON-CALIFORNIA TRAILS ASSOCIATION, IDAHO CHAPTER,WALLY MEYER	S = Special Interest Group	QC complete	Where the transmission line must cross the routes of the Oregon or CAlifornia National Historic Trails, utilize trail route sections already disturbed by other developments and where no historic trail remnants exist. Where the transmission line must parallel the route or a historic trail, utilize existing transmission line corridors, or in situations where there are no existing transmission lines, avoid infringing upon the viewshed, seen from historic trail remnants.	23000 - Visual Resources, 24010 - Historic Trails, 48000 - Design Features
101269	2	1	OREGON-CALIFORNIA TRAILS ASSOCIATION, IDAHO CHAPTER,WALLY MEYER	S = Special Interest Group	QC complete	After reviewing the EIS's National Historic Trails map, it appears the proposed route will cross of come in very close proximity to trail remnants in the following areas: 1) Big Hill 2) Cedar Mtn to Bradley Mtn on Hudspeths Cutoff 3) Raft River 4) North of Glenn's Ferry 5) C.J. Strike Reservoir 6) and the Murphy Flat - Rabbit Creek area. Idaho Power has adjusted the route of the transmission line to minimize adverse impacts on the South Alternate Oregon Trail in the Murphy Flat - Rabbit Cr. area. Hopefully, [illegible] route adjustments have or can be made in the other areas.	18000 - Comments on segments 1 to 7 & 10, 24010 - Historic Trails, 50000 - Segment 8 General, 51000 - Segment 9 – General, 48000 - Design Features
101269	3	1	OREGON-CALIFORNIA TRAILS ASSOCIATION, IDAHO CHAPTER,WALLY MEYER	S = Special Interest Group	QC complete	The proposed route from Glenn's Ferry to Indian Creek follows an existing powerline corridor, and construction should have minimal impact on viewshed seen from the Oregon Trail.	23000 - Visual Resources, 24010 - Historic Trails, 50010 - Segment 8 – Applicants' Proposed Route
101269	4	1	OREGON-CALIFORNIA TRAILS ASSOCIATION, IDAHO CHAPTER,WALLY MEYER	S = Special Interest Group	QC complete	The proposed transmission line route on the north or east side of the Snake River may have only a minimal impact upon views seen from the south ALT Oregon Trail.	23000 - Visual Resources, 24010 - Historic Trails, 51010 - Segment 9 – Applicants' Proposed Route
101269	6	1	OREGON-CALIFORNIA TRAILS ASSOCIATION, IDAHO CHAPTER,WALLY MEYER	S = Special Interest Group	QC complete	The Idaho Chapter of OCTA supports the Gateway West Programatic Statement for historic preservation, the cultural Resources Protection Plan, and the off-site mitigation projects proposed by Idaho Power to compensate for unavoidable impacts to historic and archeological resources from the Gateway West transmission line project.	19000 - Mitigation (general), 24000 - Cultural Resources, 24010 - Historic Trails
101226	1	2	TEENA LEWIS	I = Individual (s) not affiliated	QC complete	My husband & I are in agreement with the Idaho Power proposed route in the Snake River Birds of Prey (NOA) for section 9 of the Gateway West Project. Keep it off the private lands and keep in on the existing public lands where the lines already are.	34010 - Private Land/Land Ownership, 34011 - Site the line on public land, 51010 - Segment 9 – Applicants' Proposed Route
101217	1	1	JERRY L AND MARY LOU TLUCEK	I = Individual (s) not affiliated	QC complete	We own several farms near Melba where Summer Lake Power already exists We have that power lines through over one mile of farm propeitys now. We have several pivots installed that would be affected if this proposed power line was installed 250 feet from the summer Lake Power line exists. Unless this new power line would not be installed over the top of the summer lake line, we will do everything we can to oppose this new line.	37000 - Agriculture (includes crop production, dairies, cattle feedlots, and grazing), 50010 - Segment 8 – Applicants' Proposed Route, 48000 - Design Features
101218	1	1	CITY OF GRAND VIEW,FRANKLIN D HART	G = Government	QC complete	the Grand View City Council offers this letter of support for the Gateway West Transmission Line Project's new proposed routes for segments 8 and 9.	16000 - Generally support project, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101218	2	1	CITY OF GRAND VIEW,FRANKLIN D HART	G = Government	QC complete	Grand View appreciates the new routes, documented on the attached Bureau of Land Management map, titled, Transmission Line Project, Segments 8 and 9 Overview, Appendix A - 1, and, believes them to be the most land owner and environmentally friendly, as previously analyzed in the final EIS and reflected as feasible alternative locations.	34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101209	1	1	BOYD ANDERSON	I = Individual (s) not affiliated	QC complete	I don't know of one elected official who is in support of Gateway going through private property. I think Frank Priestley, President of Idaho Farm Bureau, is correct in his article, which I have attached. I am in the process of changing our property from residential to Commercial, with the intent of putting in an airport. If Gateway comes down Barker road, it would be impossible to do as the take off and landing would be impossible with the high power lines. Please consider this in your planning, and stay off of private property as much as possible.	34010 - Private Land/Land Ownership, 34011 - Site the line on public land, 38000 - Transportation, 50020 - Segment 8 – Routes considered in the 2013 FEIS

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101293	1	1	GABIOLA LAND COMPANY LLC,ALBERT GABIOLA	B = Business or Business Group	QC complete	I would like to know the distance from our land to the the " Proposed Route" and the "Deferred Decision Route" as the transmission line will have a visual impact on future development of our land.	23000 - Visual Resources, 34010 - Private Land/Land Ownership
101298	1	1	CON ZEYER	I = Individual (s) not affiliated	QC complete	I farm and would be very much approved of Applicants' proposed Segment 8 route.	37000 - Agriculture (includes crop production, dairies, cattle feedlots, and grazing), 50010 - Segment 8 – Applicants' Proposed Route
101297	3	1	KUNA HISTORICAL SOCIETY,SHARON FISHER	I = Individual (s) not affiliated	QC complete	Also glad that the lines can now be just 250m apart so they don't take up so much space in the NCA.	35000 - NCA/SRBOP (general), 48000 - Design Features
101297	4	1	KUNA HISTORICAL SOCIETY,SHARON FISHER	I = Individual (s) not affiliated	QC complete	You should talk to Eriks Garsvo of the Canyon County Historical Museum in Nampa. He's done a lot of work recently on mapping stage lines between Kuna and Silver City, and determine where there's still traces, and it would be good if the line didn't go through them. Perhaps mitigation could be involved. I assume you're also talking to the Owyhee County Museum people to check on the historic trails in their region as well. The historic trails map you had here was just too small to be able to tell.	19000 - Mitigation (general), 24010 - Historic Trails
101297	1	1	KUNA HISTORICAL SOCIETY,SHARON FISHER	I = Individual (s) not affiliated	QC complete	In general, like this one *much* better than the previous preferred alternative that cut through Kuna land and went through downtown Melba.	50010 - Segment 8 – Applicants' Proposed Route
101297	2	1	KUNA HISTORICAL SOCIETY,SHARON FISHER	I = Individual (s) not affiliated	QC complete	Happy to see that while it goes near Celebration Park and Guffey Bridge, it doesn't seem to impact them much. I do wonder how close it's going to the Halverson Bar cultural area and I hope you're working with the Canyon County people to determine that.	24000 - Cultural Resources, 36000 - Recreation
101208	1	1	LON P & MARY ELLEN BOTTS	I = Individual (s) not affiliated	QC complete	We would much prefer that FEIS alt 8-C remain out of consideration. We already have 1 major power line that was in place when we purchased our land. We are not interested in any more.	34010 - Private Land/Land Ownership, 50020 - Segment 8 – Routes considered in the 2013 FEIS
101296	1	1	JOHN WIND	I = Individual (s) not affiliated	QC complete	The reason I'm concerned about high voltage power lines coming close to our dairy site because of the stray voltage associated with power lines. It would not be good for the operation because in California, my operation near a high power line caused a major reduction in milk production of our cows. It is hard to detect the stray voltage. The best thing that ever happened was to move out of California and move to here where there are wide open spaces. By moving here, away from the power lines in California cured the stray voltage problems in the herd.	25060 - Agriculture, 37000 - Agriculture (includes crop production, dairies, cattle feedlots, and grazing), 40000 - Electrical Environment
101248	1	1	RICK & KRISTI MORINO	I = Individual (s) not affiliated	QC complete	I think the new segment 8 is much better improvement than the first drafts. Thanks for the update. It looks like the new route follows some of the previous transmission line routs. I think keeping the large towers outside the areas of town is a better choice.	34020 - County and City Plans/Zoning, 50010 - Segment 8 – Applicants' Proposed Route, 48000 - Design Features
101237	1	1	USDA NATURAL RESOURCES CONSERVATION SERVICE,JEFF BURWELL	G = Government	QC complete	I am pleased to report that the proposed route for segments 8 and 9 would not affect any NRCS conservation easements.	50010 - Segment 8 – Applicants' Proposed Route, 51010 - Segment 9 – Applicants' Proposed Route
101245	1	1	SNAKE RIVER RANCH, LLC,C DALE WILLIS JR	B = Business or Business Group	QC complete	I am writing this email to confirm our approval for the proposed route for Segment 8 through the Morley Nelson Snake River Birds of Prey NCA. It only makes sense to construct the line adjacent to the existing 500 KV line that currently runs through the NCA.	50010 - Segment 8 – Applicants' Proposed Route, 48000 - Design Features
101245	2	1	SNAKE RIVER RANCH, LLC,C DALE WILLIS JR	B = Business or Business Group	QC complete	The proposed route would have fewer economic and environmental impacts than running it through private lands and adjacent to populated areas in Boise, Kuna, and Melba.	25000 - Socioeconomics, 34010 - Private Land/Land Ownership
101295	1	0	IDAHO PRESS-TRIBUNE,BOB ATKINSON	B = Business or Business Group	QC complete	I was calling because I was trying to get some more information about the Gateway West project.	10010 - Out of scope comments
101244	1	1	MICHAEL STUKEL	I = Individual (s) not affiliated	QC complete	I'm in favor of the new PROPOSED ROUTE for Segment 8, which utilizes BLM land. Overall, the power project is for public benefit and the route should favor public land.	34011 - Site the line on public land, 50010 - Segment 8 – Applicants' Proposed Route

Letter #	Comment #	Signatures	Letter owners	Group	Coding status	comment	category
101244	2	1	MICHAEL STUKEL	I = Individual (s) not affiliated	QC complete	With all the public land available it seems silly to make private landowners shoulder the burden of this project. The negative economic impact to me would be substantial.	34010 - Private Land/Land Ownership
101236	1	1	ROBERT E KNAPP	I = Individual (s) not affiliated	QC complete	As a property owner in Melba, Idaho I do not want the Gateway West Transmission line in our community. This is an area of farms and small acreage parcels that will continue to grow and I do not approve of it coming through Melba. It should go on the proposed route (red line) to the south of town.	25050 - Community/city development and expansion, 25060 - Agriculture, 34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route
101207	1	1	GLENN RODGERS	I = Individual (s) not affiliated	QC complete	I own some land there on the corner of, just north of Melba on Southside Drive and Belmont. I had a question about the proposed alternative route going through Melba, if that would go along South Side Drive, or where would that be located?	34010 - Private Land/Land Ownership, 50010 - Segment 8 – Applicants' Proposed Route
101232	1	1	RANDY SHEPARD	I = Individual (s) not affiliated	QC complete	As I stand on my deck at 2298 Bench Road Montpelier Idaho, and look out at the mountains, I realize that not far into the future I will have your towers and lines blocking everything which is beautiful about our home. When I talked to one of your employees a while back, he said there is nothing I can do about it, because your lines don't go over my property....just very near it. Lines are one thing but staring at the towers is not desirable.	18000 - Comments on segments 1 to 7 & 10, 23000 - Visual Resources, 34010 - Private Land/Land Ownership
101232	2	1	RANDY SHEPARD	I = Individual (s) not affiliated	QC complete	After your tower and lines are up, we will just be an old home on Baltic avenue, as far as the game of Monopoly is compared. As you gain your new avenues to sell and move power, I will loose in value, what ever my home might be worth. The old building is a historical building in the area for those who have lived there for generations. It started as a school built around 1910, then it was an armory for the military, then a dance hall and a moose lodge. The it became a church for Christian services, before it became a cabinet shop and then our home around 1995. I realize that the deal with your power lines are kind of one sided,....imagine if you were in my shoes...how would you feel? Wouldn't you seek assistance from attorneys? I await your thoughts on this matter, I'm sure that I have little resources compared to your legal teams, but one could hope they can appeal to reason and fairness, even in a world of stone hearts.	17000 - Generally oppose project, 18000 - Comments on segments 1 to 7 & 10, 24000 - Cultural Resources, 25030 - Property Values

APPENDIX C
PUBLIC NOTICES

Appendix C-1
Notice of Intent to Prepare an SEIS

Respondents: Individuals.

Number of Respondents: 8,000 per year, on average.

Total Number of Responses: 8,000 per year, on average.

Frequency of Response: Once.

Estimated Time per Response: 1 hour.

Estimated Total Annual Hour Burden: 8,000 hours.

Estimated Total Annual Non-Hour Dollar Cost: $0.

Dated: September 15, 2014.

Christine Cho,

Acting Deputy Director for Information Resources.

[FR Doc. 2014–22440 Filed 9–18–14; 8:45 am]

BILLING CODE 4310–4J–P

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[14XL LLWY9200000.L51010000.ER0000. LVRWK09K0990.241A.00; 4500069121; IDI–35849]

Notice of Intent To Prepare a Supplemental Environmental Impact Statement and Possible Land Use Plan Amendments for Segments 8 and 9 of the Gateway West 500-kV Transmission Line Project in Idaho

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice.

SUMMARY: The Bureau of Land Management (BLM) Idaho State Office announces its intention to prepare a supplemental environmental impact statement (EIS) analyzing the potential impacts of approving a right-of-way (ROW) application for Segments 8 and 9 of the Gateway West 500-kilovolt (kV) Transmission Line Project and possible land use plan amendments. The supplemental EIS will be prepared in accordance with the National Environmental Policy Act of 1969, as amended (NEPA). The supplemental EIS is being prepared based on new information described in the **SUPPLEMENTARY INFORMATION** section of this notice. The BLM issued a Record of Decision (ROD) for the project on November 14, 2013. In that ROD, the BLM deferred offering a ROW grant for two of the 10 segments—Segments 8 and 9—to allow additional time for Federal, State, and local permitting agencies to examine additional options regarding siting route segments and mitigation and enhancement measures for those segments.

DATES: This notice initiates a 30-day public scoping period that will assist in the preparation of a draft supplemental EIS. Comments may be submitted in writing until October 20, 2014, or 15 days after the date of the last public scoping meeting, whichever is later.

To provide the public an opportunity to review the proposal and project information, the BLM expects to hold four public meetings in Idaho communities during the scoping period. The BLM will announce the exact dates, times, and locations for these meetings at least 15 days prior to each event. Announcements will be made by news release to the media, newsletter mailings, and posting on the project Web site listed below.

ADDRESSES: You may submit comments or resource information related to the project by any of the following methods:

- Web site: *http://www.blm.gov/id/st/en/prog/nepa_register/gateway-west.html*
- Email: *blm_id_gateway_west@blm.gov*
- Mail: Bureau of Land Management Idaho State Office, Gateway West Transmission Project, 1387 South Vinnell Way, Boise, ID 83709

FOR FURTHER INFORMATION CONTACT: Heather Feeney, BLM Boise District Office, 3948 Development Avenue, Boise, ID 83705; phone 208–384–3325; or email to *blm_id_gateway_west@blm.gov.* Contact Ms. Feeney if you wish to have your name added to the project mailing list. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1–800–877–8339 to contact Ms. Feeney during normal business hours. The FIRS is available 24 hours a day, 7 days a week, to leave a message or question with the above individual. You will receive a reply during normal business hours.

SUPPLEMENTARY INFORMATION: Documents pertinent to this proposal may be examined at:

- Bureau of Land Management, Idaho State Office, Public Room, 1387 South Vinnell Way, Boise, ID 83709, Telephone: 208–373–3863.
- Bureau of Land Management, Boise District Office, 3948 Development Avenue, Boise, ID 83705, Telephone: 208–384–3300.
- Online: *http://www.blm.gov/id/st/en/prog/nepa_register/gateway-west.html.*

PacifiCorp, dba Rocky Mountain Power, and Idaho Power (Applicants) have submitted a ROW application to locate 500-kilovolt (kV) electric transmission lines on Federal lands as part of the Gateway West Transmission Line Project. The initial application proposed to construct electric transmission lines from the Windstar Substation near the Dave Johnston Power Plant at Glenrock, Wyoming, to the Hemingway Substation near Melba, Idaho, approximately 20 miles southwest of Boise, Idaho. The original project comprised 10 transmission line segments with a total length of approximately 1,000 miles. The November 2013 ROD authorized routes on Federal lands for Segments 1 through 7 and Segment 10 but deferred a decision for Segments 8 and 9. The Applicants submitted a revised project application for Segments 8 and 9. This notice announces that the BLM, Idaho State Office, intends to prepare a supplemental EIS for Segments 8 and 9 of the Gateway West Transmission Line Project and begins the scoping process to seek public input on new issues and resource information related to Segments 8 and 9, described below. Analysis in the supplemental EIS will support a decision on whether to approve, approve with modifications, or deny the revised ROW application for Segments 8 and 9.

In November 2013, the BLM requested the Boise District Resource Advisory Council (RAC) to consider issues surrounding siting Segments 8 and 9 of the Gateway West Transmission Line Project. As proposed, these segments would traverse portions of the BLM Boise District in and around the Morley Nelson Snake River Birds of Prey National Conservation Area (NCA), as well as on private lands. The RAC, a citizen-based council chartered under Section 309 of the Federal Land Policy and Management Act (FLPMA) and the Federal Advisory Committee Act, advises and makes recommendations to the BLM on resource and public land management issues in southwestern Idaho. The RAC formed a subcommittee to examine options for resolving remaining issues associated with siting Segments 8 and 9. On June 5, 2014, the RAC provided the BLM with the report on alternative route options and resource considerations for Segments 8 and 9. On August 8, 2014, the Applicants formally adopted routes recommended by a majority of the subcommittee as their proposed routes for the supplemental EIS in a revised project application that modifies the Applicants' original proposal. These updated proposed routes, a double-circuit design feature (see below), and additional mitigation measures are major components of the new information now available for public scoping.

The Applicants' proposed route for each of the two segments has been modified from the 2013 BLM Preferred Route west of approximate midway points, identified as ''nodes'' in reports submitted by the RAC. Maps that

accompanied the revised project application are available on the BLM project Web site, listed above. For Segment 8, the Applicants' new proposed route still begins at the existing Midpoint Substation and continues west past the communities of Hammett and Mountain Home to the north. However, just north of the town of Orchard, the new proposed route for Segment 8 diverges from the 2013 BLM Preferred Route to generally parallel the existing Summer Lake 500-kV transmission line 250 feet to the south for 5.1 miles before turning northwest, and then crosses the existing line at milepost 7.1.

The new proposed route for Segment 8 enters the NCA at milepost 99. The Applicants have determined that the separation distance between the existing and proposed transmission lines within the NCA could be reduced to approximately 250 feet for a 28.7-mile portion of Segment 8. From milepost 7.1, the new proposed route generally parallels the existing line 250 feet to the north for the remaining distance (30 miles) into the Hemingway Substation, near the town of Melba. The total route length would be 38 miles, of which 22.9 miles would be within the NCA. This route would also require a partial rebuild of approximately 3,000 feet of the existing Summer Lake line. The Applicants propose to use existing roads near and beneath the existing 500-kV transmission line to reduce the overall disturbance footprint of the new line. Rather than constructing a new access road network for the new proposed route for Segment 8, they would use short spur roads from existing roads to access the new towers.

For Segment 9, the Applicants' updated proposed route still starts at the proposed Cedar Hill Substation and passes south of the communities of Twin Falls, Castleford, and Hammett, before diverging from the 2013 BLM Preferred Route just east of the town of Bruneau, and then entering the NCA at milepost 132, north of the towns of Grand View, Oreana, and Murphy before terminating at the Hemingway Substation, near the town of Melba. The Applicants' new proposed route generally follows the Alternative 9G route studied in detail in the 2013 Final EIS. The total route length would be 68.5 miles, of which 53.8 miles would be within the NCA. The updated proposed route for Segment 9 would involve constructing approximately 25.6 miles of new double-circuit 500/138-kV transmission line using steel pole H-frame structures.

The NCA lies in the western portion of the Gateway West project area. The NCA was established under Public Law 103–64, which states: ''The purposes for which the conservation area is established, and shall be managed, are to provide for the conservation, protection, and enhancement of raptor populations and habitats and the natural and environmental resources and values associated therewith, and of the scientific, cultural, and educational resources and values of the public lands in the conservation area.''

Following publication of the Notice of Availability for the Gateway West Final EIS on April 26, 2013 (78 FR 24771), the Applicants submitted a draft Mitigation and Enhancement Portfolio (MEP) to the BLM. The MEP contains proposed mitigation, including compensatory mitigation, and other measures intended to enhance resources and values found in the NCA. The Applicants presented the draft MEP to the RAC subcommittee and updated it in response to the subcommittee's final report; the MEP has not yet been formally reviewed by the public. The most current MEP is considered part of the proponent's newly submitted plan of development for analysis in the supplemental EIS and is now being made available during the scoping process as new information for the supplemental EIS. The MEP will be described in detail at the public scoping meetings and is available on the project Web site at *http://www.blm.gov/id/st/en/prog/nepa_register/gateway-west.html.*

The BLM is the lead Federal agency for the NEPA analysis process and preparation of the supplemental EIS. The State of Idaho, local government entities, and Federal agencies with specialized expertise and/or jurisdictional responsibilities in the area of Segments 8 and 9 will be invited to participate as cooperating agencies.

The purpose of public scoping is to determine relevant issues that will influence the scope of the environmental analysis. The BLM will invite and provide for full public participation and comment on issues, potential impacts, mitigation measures, and alternatives associated with granting ROWs on public lands for segments 8 and 9 that were not addressed in the original EIS. At present, the BLM has identified the following issues and concerns:

- Effects to the objects and values for which the NCA was designated;
- Land use conflicts and inconsistency with land use plans;
- Effects of the project on local and regional socioeconomic conditions;
- Effects on wildlife habitat, plants, and animals, including threatened, endangered, and sensitive species;
- Effects to visual resources and existing viewsheds;
- Effects to historic and cultural resources;
- Effects to Indian trust assets;
- Opportunities to apply mitigation strategies for on-site, regional, and compensatory mitigation; and
- Siting on private lands versus public lands.

If authorized, this proposal may require amendment of one or more BLM land use plans (resource management plans (RMPs) or management framework plans (MFPs)). By this notice, the BLM is complying with requirements outlined in 43 CFR 1610.2(c) that the BLM notify the public of potential amendments to land use plans. If an RMP or MFP amendment is necessary, the BLM will integrate the land use planning process with the NEPA analysis process for this project.

If the ROWs are granted, BLM land use plans that may be amended include the Twin Falls MFP, the Jarbidge RMP, the Morley Nelson Snake River Birds of Prey RMP, the Bennett Hills/Timmerman Hills MFP and the Kuna MFP.

The BLM will supplement the analysis found in the Gateway West Transmission Line Project final environmental impact statement (FEIS) released April 26, 2013, by analyzing the Applicants' updated proposed routes for Segments 8 and 9 and no action alternatives, as well as other possible alternatives to the proposed power line locations and access routes, based on information gathered from the public during scoping. The BLM will use the NEPA process to identify and disclose impacts to the above resources not analyzed in the FEIS and any additional issues or resources found through the scoping process. Further, the BLM will identify opportunities to mitigate the impacts of siting and building Segments 8 and 9, if granted, by incorporating avoidance, minimization, and compensation measures with consideration of local and regional conditions and commensurate with the scope of the impacts. In addition, opportunities for enhancement of objects and values within the NCA will be evaluated, in accordance with Public Law 103–64, the statute which established the NCA.

Preliminary planning criteria for any RMP or MFP amendments include: (1) FLPMA and subsequent BLM land use plans; (2) Public Law 103–64, which established the Snake River Birds of Prey National Conservation Area (officially named the Morley Nelson Snake River Birds of Prey National Conservation Area in Public Law 111–

11, the Omnibus Public Lands Management Act of 2009); (3) The Endangered Species Act, as amended and (4) the analysis found in the FEIS.

The BLM encourages comments concerning the Applicants' new proposed routes for Segments 8 and 9, the routes previously analyzed in the FEIS, feasible alternative locations, possible mitigation and enhancement measures, and any other information relevant to the proposed action. You may submit comments in writing to the BLM at any public scoping meeting or at any time by using one of the methods listed in the **ADDRESSES** section of this notice. Public scoping meetings will be conducted in an ''open house'' format with the BLM staff and project Applicants available to explain project details and gather information from interested individuals or groups. You should submit comments by the close of the 30-day scoping period or 15 days after the last public meeting, whichever is later.

The BLM will reach out to the consulting parties who participated in and/or signed the Programmatic Agreement (PA) for Segments 1–7, and 10 to assist the agency in satisfying the public involvement requirements under Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C. 470(f)) pursuant to 36 CFR 800.2(d)(3). The information about historic and cultural resources within the area potentially affected by the proposed action will assist the BLM in identifying and evaluating impacts to such resources in the context of both NEPA and Section 106 of the NHPA. The information received will be used to modify the PA to clearly capture the issues and mitigation for Segments 8 and 9.

The BLM will consult with Indian tribes on a government-to-government basis in accordance with Executive Order 13175 and other policies. Tribal concerns, including impacts on Indian trust assets and potential impacts to cultural resources, will be given due consideration. Federal, State, and local agencies, along with tribes and other stakeholders that may be interested in or affected by the proposed action that the BLM is evaluating, are invited to participate in the scoping process and, if eligible, may request or be requested by the BLM to participate in the development of the environmental analysis as a cooperating agency.

All comment submittals must include the commenter's name and street address. Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. The minutes and list of attendees for each scoping meeting will be available to the public and open for 30 days after the meeting to any participant who wishes to clarify the views he or she expressed.

Any persons wishing to be added to a mailing list of interested parties can call or write to BLM, as described in this notice. Additional information meetings may be conducted throughout the process to keep the public informed of the progress of the supplemental EIS.

Authority: 40 CFR 1501.7 and 43 CFR 1610.2.

Timothy M. Murphy,

BLM Idaho State Director.

[FR Doc. 2014–22408 Filed 9–18–14; 8:45 am]

BILLING CODE 4310–GG–P

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[LLCOS00000 L12200000.DF0000 14X]

Notice of Public Meetings, Southwest Colorado Resource Advisory Council

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice of public meeting.

SUMMARY: In accordance with the Federal Land Policy and Management Act and the Federal Advisory Committee Act of 1972, the U.S. Department of the Interior, Bureau of Land Management (BLM) Southwest Colorado Resource Advisory Council (RAC) is scheduled to meet as indicated below.

DATES: The Southwest Colorado RAC meeting will be held on November 7, 2014, in Montrose, Colorado.

ADDRESSES: The Southwest Colorado RAC meetings will be held November 7, 2014, at the Montrose Public Lands Center, 2465 S. Townsend Ave., Montrose, CO 81401. The meetings will begin at 9 a.m. and adjourn at approximately 4 p.m. A public comment period regarding matters on the agenda will be held at 11:30 a.m.

FOR FURTHER INFORMATION CONTACT: Lori Armstrong, BLM Southwest District Manager, 970–240–5300; or Shannon Borders, Public Affairs Specialist, 970–240–5300; 2505 S. Townsend Ave., Montrose, CO 81401. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1–800–877–8339 to contact the above individual during normal business hours. The FIRS is available 24 hours a day, seven days a week, to leave a message or question with the above individual. You will receive a reply during normal business hours.

SUPPLEMENTARY INFORMATION: The Southwest Colorado RAC advises the Secretary of the Interior, through the BLM, on a variety of public land issues in Colorado. Topics of discussion for all Southwest Colorado RAC meetings may include field manager and working group reports, recreation, fire management, land use planning, invasive species management, energy and minerals management, travel management, wilderness, land exchange proposals, cultural resource management and other issues as appropriate.

These meetings are open to the public. The public may present written comments to the RACs. Each formal RAC meeting will also have time, as identified above, allocated for hearing public comments. Depending on the number of people wishing to comment and time available, the time for individual oral comments may be limited.

Ruth Welch,

BLM Colorado State Director.

[FR Doc. 2014–22356 Filed 9–18–14; 8:45 am]

BILLING CODE 4310–JB–P

DEPARTMENT OF THE INTERIOR

Bureau of Ocean Energy Management

[MMAA 104000]

Outer Continental Shelf (OCS), Gulf of Mexico (GOM), Oil and Gas Lease Sales, Central Planning Area (CPA) Lease Sales 235, 241, and 247

AGENCY: Bureau of Ocean Energy Management (BOEM), Interior.

ACTION: Notice of Availability (NOA) of the Final Supplemental Environmental Impact Statement (EIS).

Authority: This NOA is published pursuant to the regulations (40 CFR part 1503) implementing the provisions of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321 *et seq.*).

SUMMARY: BOEM has prepared a Final Supplemental EIS for proposed OCS oil and gas Lease Sales 235, 241, and 247, which are tentatively scheduled to be held in March 2015, 2016, and 2017, respectively, in the Gulf of Mexico CPA offshore the States of Louisiana,

Appendix C-2
News Releases

Gateway West Transmission Line Project
950 W. Bannock Street, Suite 800
Boise, ID 83702

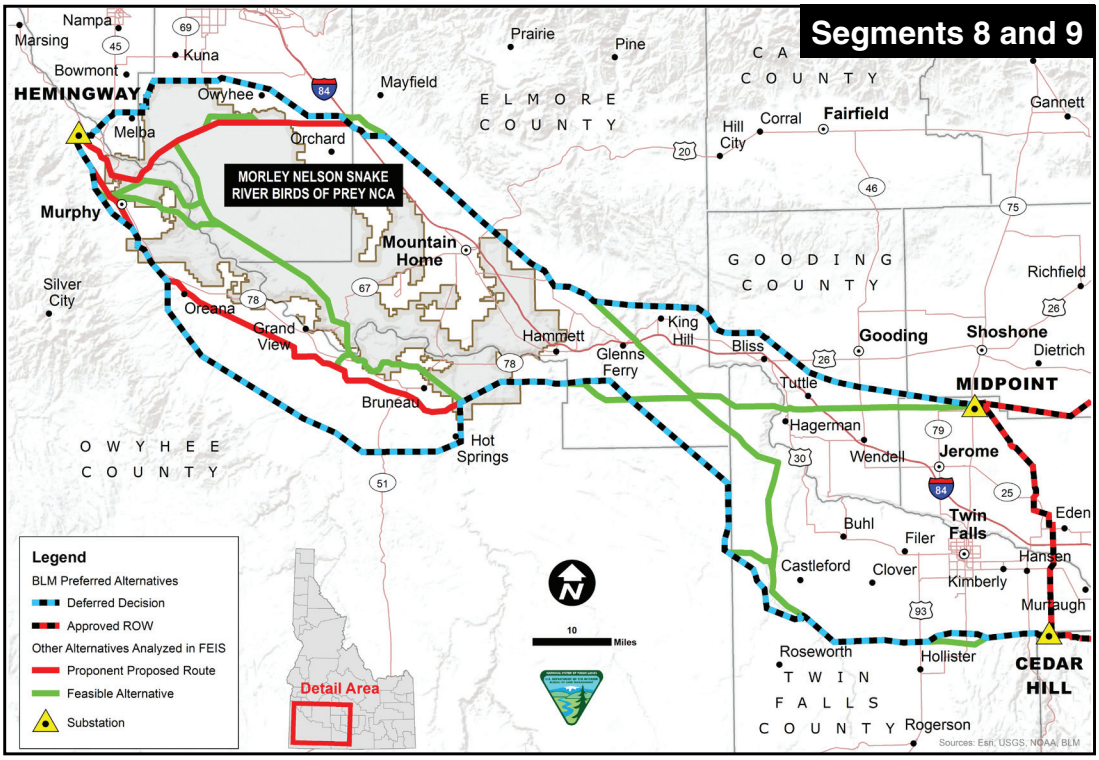
RETURN SERVICE REQUESTED

Gateway West project update on Segments 8 and 9 in Idaho

For more information

- Go online to www.wy.blm.gov/nepa/cfodocs/gateway_west.
- Boise District RAC Website: www.blm.gov/id/st/en/prog/nepa_register/gateway-west.html.
- Email Gateway_West_WYMail@blm.gov.
- Call 1-800-380-5828.
- Write to the Bureau of Land Management.
  Gateway West Project
  P.O. Box 20879
  Cheyenne, WY 82003

Gateway West Transmission Line Project



Segments 8 and 9 in Idaho as shown in the project Record of Decision (ROD). The BLM continues to evaluate routes in this area.

See inside for more information.

BLM

Project Update – Segments 8 and 9 in Idaho

The Bureau of Land Management (BLM) released the Record of Decision (ROD) for the Gateway West Transmission Line Project on November 14, 2013. The ROD, prepared under the National Environmental Policy Act (NEPA), identifies the BLM's decision on routing for the project. The Gateway West Transmission Line Project, jointly proposed by Rocky Mountain Power and Idaho Power, is composed of 10 transmission line segments, originating at the Windstar Substation near Glenrock, Wyoming, and terminating at the Hemingway Substation 20 miles southwest of Boise, Idaho.

The ROD, based on the analysis presented in the final environmental impact statement (EIS), identifies the BLM authorized route on public lands for segments 1 through 7 and segment 10. The BLM deferred a decision in the ROD on the authorized routes for segments 8 and 9 in Idaho. The approved segments 1 through 7 and segment 10 are not dependent on segments 8 and 9. The BLM has asked the Boise District Resource Advisory Council (RAC) to evaluate possible routes and provide BLM options to consider prior to beginning any additional environmental review of segments 8 and 9.

What is a Resource Advisory Committee (RAC)?

RACs provide advice to the BLM on the management of public lands and resources. The Boise District RAC is a citizen-based group consisting of 15 members from interests in local communities, including ranchers, environmental groups, tribes, State and local government officials, academics, and other public land users.

Next steps for the BLM

Beginning in December 2013, a subcommittee of the Boise District RAC has been evaluating siting issues associated with segments 8 and 9 in and around the Morley Nelson Snake River Birds of Prey National Conservation Area, as well as on private lands. The subcommittee will prepare a report for the Boise District RAC, which will then present routing options for segments 8 and 9 for the BLM to consider. The subcommittee meetings will continue as needed and are open to the public. Meeting information will be posted on the Boise District RAC website, or you may contact the project team to receive meeting date information.

The BLM Authorized Officer for segments 8 and 9 will review the findings of the Boise District RAC. If additional routing options are to be considered that would require changes to the alternatives presented in the final EIS, the BLM will prepare additional environmental analysis for public review and comment. If additional environmental analysis occurs, the BLM will invite the public to participate and comment on issues, potential impacts, mitigation measures, and alternatives to segments 8 and 9.

BLM

BLM begins scoping for segments 8 and 9 in southwestern Idaho

The Bureau of Land Management (BLM) will conduct additional environmental review of segments 8 and 9 of the Gateway West Transmission Line Project in southwestern Idaho. The BLM released a Record of Decision (ROD) for other segments of the project in Wyoming and eastern Idaho (1 through 7 and 10) in November 2013, but deferred a decision on segments 8 and 9 to allow for further discussion of routing alternatives for these segments and additional coordination focusing on conservation and enhancement of resources in the Morley Nelson Snake River Birds of Prey National Conservation Area (NCA).

See inside for more information about public scoping meetings, the supplemental EIS, and next steps.

Discussions led by the BLM Boise District Resource Advisory Council (RAC) resulted in new route options for segments 8 and 9 and proposed mitigation and enhancement measures for resources in the NCA. This is substantial new information that has not been previously analyzed, and the BLM has determined that a supplemental EIS analyzing this new information is needed to support a decision on authorizing these two segments.

About the project

The Gateway West Transmission Line Project is jointly proposed by Rocky Mountain Power and Idaho Power to build, operate, and maintain approximately 1,000 miles of new 230 kilovolt (kV) and 500 kV electric transmission lines across southern Wyoming and southern Idaho.

Segments 8 and 9 update

On August 8, 2014, the proponents submitted a revised application for segments 8 and 9, which incorporates some routing options evaluated by the RAC. The proponents also formally submitted the Proposed MEP as part of the updated plan of development for segments 8 and 9.

NEPA process for segments 8 and 9

EISs are prepared under the National Environmental Policy Act (NEPA) to identify and disclose the environmental impacts from federal actions that may significantly affect the human and natural environment. An EIS offers citizens the opportunity to learn about and be involved in the federal decision-making process for projects like Gateway West. A supplemental EIS builds on information and analysis presented in an earlier final EIS.

The NEPA process is complete for segments 1 – 7 and 10 in Wyoming and eastern Idaho, and a decision has been issued for these segments.

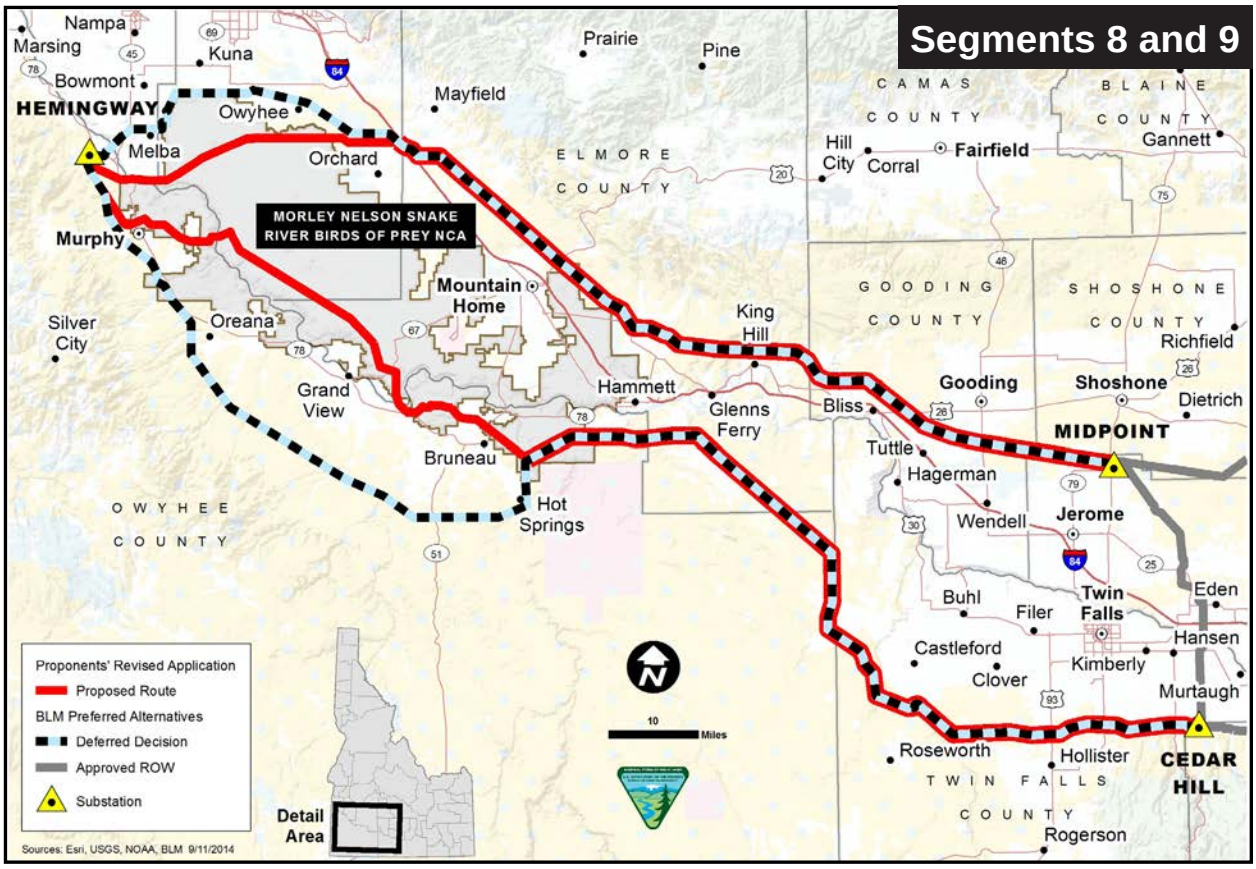
Scoping for segments 8 and 9

The supplemental EIS for segments 8 and 9 will begin with scoping to gather public input on issues to be analyzed in the supplemental EIS. The supplemental EIS will consider information that was not available when the final EIS was developed and additional, relevant information gathered during scoping. Information on segments 8 and 9 from the final EIS, including route analysis, will be carried forward into the supplemental EIS. Authorizing routes for segments 8 and 9 on public lands may require amendments to one or more BLM land use plans.

Some of the new information already available involves:

- Changes in the regulations on the required distance separating parallel transmission lines: the Western Electric Coordinating Council now allows closer distances (a minimum of 250 feet).
- Revisions to the proponents' proposed routes for segments 8 and 9, including double-circuiting of power lines in some areas and adjusted proposed alignments based on information developed by the RAC.
- Proponents formally submitting the MEP, which includes measures proposed to meet statutory requirements for enhancing resources in the NCA.

New proposed routes and final EIS BLM preferred routes for segments 8 and 9 in southwestern Idaho. The BLM will evaluate routes in this area in a supplemental EIS.



The BLM published a Notice of Intent (NOI), which initiated the scoping period for the supplemental EIS. During scoping, the BLM invites comments on issues, potential impacts, mitigation measures, and alternatives associated with granting rights-of-way on public lands for segments 8 and 9 that were not addressed in the final EIS.

At present, the BLM has identified the following issues and concerns, which will be addressed in the supplemental EIS:

- Effects to the objects and values for which the NCA was designated
- Land use conflicts and inconsistency with existing land use plans
- Effects of the project on local and regional socioeconomic conditions
- Effects on wildlife habitat, plants and animals, including threatened, endangered and sensitive species
- Effects to visual resources and existing viewsheds
- Effects to historic and cultural resources
- Effects to Indian trust assets
- Effects to State and private lands, and local government interests

How to provide scoping comments

The BLM encourages comments on the proponents' new proposed routes for segments 8 and 9, routes previously analyzed in the final EIS, feasible alternative locations, possible mitigation and enhancement measures, and any other information relevant to the proposed action. You may submit comments in writing to the BLM at any public scoping meeting or using one of these methods:

Submit comments online at http://www.blm.gov/id/st/en/prog/nepa_register/gateway-west.htm

Email blm_id_gateway_west@blm.gov

Send written comments to:
Bureau of Land Management, Gateway West Project
1387 S. Vinnell Way, Boise, ID 83709

Attend a public scoping open house (see calendar)

Scoping comments should be submitted or postmarked by October 24, 2014.

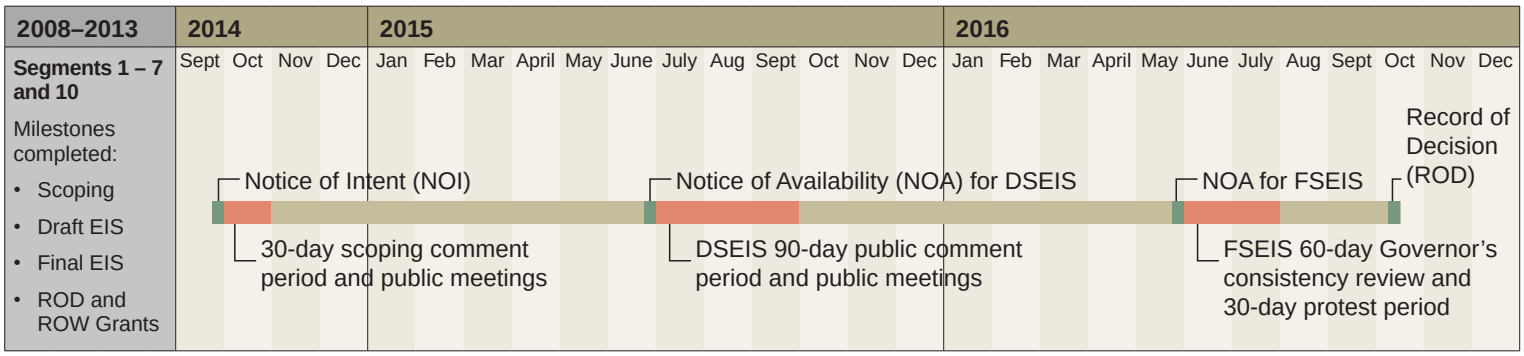
BLM Idaho State Office will lead the supplemental EIS process for segments 8 and 9. All comments and questions related to segments 1 through 7 and segment 10 should be directed to the BLM Wyoming State Office at Gateway_West_WYMail@blm.gov or Bureau of Land Management, Gateway West Project, P.O. Box 20879, Cheyenne, WY 82003.

Calendar of public open houses

The BLM will host a series of public open houses in the areas of segments 8 and 9 to take public scoping comments and provide information on the project and the next steps. You may stop by an open house anytime during the times listed to the right. There will be no formal presentation during the open houses.

Meeting Date	Time	Location
Tuesday, October 7	10 a.m. – 1 p.m.	BLM Boise District Office 3948 Development Ave., Boise, ID
Tuesday, October 7	4 p.m. – 7 p.m.	Kuna Senior Center 229 N. Ave. B, Kuna, ID
Wednesday, October 8	4 p.m. – 7 p.m.	Gooding Fairgrounds 201 Lucy Ln., Gooding, ID
Thursday, October 9	4 p.m. – 7 p.m.	Owyhee County Historical Museum 17085 Basey St., Murphy, ID

Schedule



Gateway West Transmission Line Project
950 W. Bannock Street, Suite 800
Boise, ID 83702

RETURN SERVICE REQUESTED

BLM begins scoping for supplemental EIS for segments 8 and 9 in western Idaho

Gateway West Transmission Line Project

The Bureau of Land Management (BLM) has begun scoping for segments 8 and 9 for a supplemental environmental impact statement. Look inside for information about:

- Project update
- Scoping public meetings and comment period
- Project status and next steps in the NEPA process

For more information

- Go online to http://www.blm.gov/id/st/en/prog/nepa_register/gateway-west.htm.
- Email blm_id_gateway_west@blm.gov.
- Call our information line for up-to-date information at 1-800-380-5828.

Appendix C-3
Scoping Meeting Handout

Gateway West Transmission Line Project
Supplemental Environmental Impact Statement

October 2014

Why Are We Here?

Rocky Mountain Power and Idaho Power have proposed building and operating approximately 1,000 miles of new high-voltage transmission lines across Wyoming and Idaho. Because portions of these lines would cross public land managed by the BLM and other agencies, the companies submitted an application for a right-of-way (ROW) grant across Federal lands in May of 2007. The BLM granted ROWs for segments 1 through 7 and 10 in 2013 but deferred a decision on segments 8 and 9 to allow additional time for Federal, State and local agencies to work together on identifying routes for these segments and on mitigation and enhancement measures for resources in the Morley Nelson Snake River Birds of Prey National Conservation Area (NCA).

The companies have revised their application and identified a new proposed route for both segment 8 and segment 9. They have also proposed a package of mitigation and enhancement measures for impacts to resources and values in the NCA, in the event that any portions of segments 8 or 9 are sited there. The revised application and the proposed Mitigation and Enhancement portfolio (MEP) represent substantial new information that has not been analyzed under the National Environmental Policy Act (NEPA).

The BLM has determined that a supplemental EIS is needed to analyze this new information for segments 8 and 9 and to reach a decision whether to authorize and site segments 8 and 9 on Federal lands. No additional analysis is needed for segments 1 through 7 and 10.

PROJECT MILESTONES

2007

Initial ROW application

2008

May – July
Scoping for original 10-segment project

2011

July
Draft EIS published

2013

April
Final EIS published

November
Decision for segments 1-7 and 10

December
Boise RAC subcommittee convened

2014

May 30
RAC reports

August 8
Companies submit revised ROW application and Plan of Development

September 19 – October 24
Scoping for supplemental EIS for segments 8 and 9

2015 (estimated)

June
Publish Draft Supplemental EIS for segments 8 and 9

September
Public comment on Draft Supplemental EIS closes

2016 (estimated)

May
Publish Final Supplemental EIS for segments 8 and 9

June
Protest period closes

October
Record of Decision for segments 8 and 9

While the revised application and the MEP focus on the area in and near the NCA, the BLM has not made a decision on any portion of segment 8 or 9. The BLM is asking you to review and comment on the revised proposed routes, along with route alternatives considered by the Boise District Resource Advisory Council (RAC), and all routes considered in the original EIS. Additional route options may be identified through the scoping process. Information about all previously proposed routes for segments 8 and 9 is available at today's meeting and online at **http://www.blm.gov/id/st/en/prog/nepa_register/gateway-west.html**. The BLM will use information gathered during scoping to determine which routes to analyze in the supplemental EIS. The supplemental EIS will inform the BLM Idaho State Director's decision on whether or not to grant a right-of-way across Federal land, and, if a right-of-way is granted, what routes would be authorized and what enhancement and additional mitigation measures would be required for any portion of an authorized route that crosses the NCA.

Scoping began on September 19, 2014, and will close on October 24, 2014. Your comments will be most helpful if they are submitted during this period. There is a station at today's meeting where you can submit comments. You may also mail or email your comment to the one of the addresses listed at right, or submit your comments on the project Web site listed above.

How Best To Comment

The most helpful comments will:

- Provide new information pertaining to segments 8 and 9, including the proposed MEP;
- Identify new issues that should be considered;
- Identify a different way to meet the underlying need;
- Point out a specific flaw in the companies' proposal, in the information developed by the RAC, or in past NEPA analysis;
- Suggest methodologies that should be used in the NEPA analysis, including reasons why; and/or
- Identify a different source of credible research that should be used in the NEPA analysis.

Project information line: toll-free | 1-800-380-5828

eMail: blm_id_gateway_west@blm.gov

Mail, Courier or Hand Delivery:

Bureau of Land Management
Idaho State Office
Gateway West Transmission Project
1387 S. Vinnell Way
Boise, ID, 83709

Privacy Note: Comments, including names and addresses of respondents, will be made available to the public after the close of the official comment period. Please be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. Although you may ask the BLM in your comment to withhold your personal identifying information from the public, we cannot guarantee that we will be able to do so. All submissions from organizations and businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be available for public inspection in their entirety.