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From: Dessa Bokides <dbokides@yahoo.com>
Sent: Thursday, March 19, 2015 1:51 PM
To: comment@boardmantohemingway.com
Cc: Nick Bokides; Heitho Bokides Reuter
Subject: Comments
Attachments: Comments B2H.docx

To whom it may concern,

Attached are my comments relating to the Boardman to Hemingway Project.

Thank you.

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Boardman to Hemingway

Comments submitted by:

Dessa Bokides

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The following comments refer to Large Maps 12, 13 & 22 (of 23) as well as various sections in Segment 4, ie the Brogan Segment of the Environmental Report on the proposed Boardman to Hemingway Project. In particular, they refer to *the Proposed Route, markers 196 through 200; the Willow Creek Alternative (marker 1 to 4) and the Tub Creek Alternative (marker 1 to 4)*. All of these segments severely affect Bokides Properties LLC land.

Paragraph 1: Referring to Map 22 of 23, the Proposed Route, the Willow Creek Route and the Tub Mountain Route converge at section 14S44E01100 Bokides Properties LLC, marker 199 to 200. The Proposed Route makes a 90 degree angle at section 14S44E01100 Bokides Properties, LLC. This maximizes its encroachment on private property while there is a BLM alternative available.

Paragraph 2: It would be relatively easy for the power line to go through section 14S44E00300 USA, government land that lies between the Bokides and Davis private land and follow the I84 corridor. In order to do this, the proposed route would go from post 202 directly onto government land across sections 21, 22, 23 and up through the government section 14S44E00300 USA turning 90 degrees on government land and connecting at the corner of the Proposed Route traversing a straight line through markers 197 and 198.

Paragraph 3: Changing the route to go through government land would not lengthen the route or cause any financial hardship to the project. It would alleviate the impact on private land owners.

Paragraph 4: Section 14S44E01100 Bokides Properties, LLC has a large sage grouse population and is home to ProngHorn and other wildlife. In addition, there are archeological sites that have been identified on the land.

Paragraph 5: As noted in the forward of the Project, the financial and environmental impact of the line should be borne, whenever possible, by the large population that it serves ie, whenever possible, the line should go through public lands as opposed to private lands. In the case of this segment, the Bokides Properties LLC land has as many if not more areas that would be impacted environmentally and culturally as the government land so there is no reason to favor condemning private land.

Paragraph 6: Again, referring to Map 22 of 23, The Willow Creek Route Alternative maximizes damage to Section 14S44E02700 Bokides Properties, LLC by routing through the middle of the land.

Paragraph 7: The land it routes through has an artesian well and is good farmland. It is the most agriculturally productive piece of the Bokides Properties LLC lands in that area.

Paragraph 8: The land is also the most likely land for a home as it has natural water and is easily accessible. A large transmission line through the property would significantly affect its worth.

Paragraph 9: Water on the site makes it a natural habitat for sage grouse and other wildlife. A power line would create a place for predators to perch and attack the sage grouse. In addition, the buzzing could affect their breeding and affect their natural habitat.

Paragraph 10: There are identified archeological sites on the northern section of the land that would be disturbed by the construction of the line

Paragraph 11: There is a relatively easy route for the line to avoid crossing 14S44E02700 Bokides Properties, LLC if the Willow Creek Alternative is chosen. The line could turn west at marker 6 (Willow Creek Alternative) and travel through 15S45E00500 USA, and intersect at section 35 post 3 of the Tubb Creek Alternative. It would then follow the same path as suggested in Paragraph 2.

Paragraph 12: 14S44E02700 Bokides Properties, LLC has as much or more environmentally and culturally sensitive land as the alternative route proposed in Paragraph 11 over government land. Therefore there is no reason to condemn private land when a government route is available.