

Data Submitted (UTC 11): 1/27/2015 2:03:33 AM

First name: Bill

Last name: Whitney

Organization: Washoe County Planning and Development Division

Title: Division Director

Comments: Washoe County wishes to thank the Humboldt-Toiyabe National Forest and its staff for the opportunity to have the County participate as a Cooperating Agency in this process. The County Commission signed the MOU with the Forest Service in December of 2011. We understand that EIS analysis take a long time but its also important for the USFS to understand that within that 3-year time frame that things have also changed at Washoe County. The majority of the County Commission that signed the MOU has been replaced with other elected officials to include the District Five Commissioner that represents the majority of the Bordertown to Verdi area. The County Manager has changed as well as other key staff. This information is being included here so the USFS will understand that these comments have not been officially reviewed or approved by the Washoe County Commission. So as to not confuse USFS staff the present "Planning and Development Division" was formerly called "Community Development" back in 2011. What has not changed is the county staff person that is named as the "Cooperator Administrative Contact" in the MOU.

The Poeville Alternative raised "red flags" with Commissioners and Management from the start and was seen as problematic for many reasons. The Peavine/Poeville alternative, while a more direct route, is still undesirable compared to the other three alternatives that run generally along the CA/NV. border. The USFS should use the information gathered through the EIS process to determine which alignment is superior between the Mitchell; Stateline and Peavine Alternatives.

A reliable supply of bulk transmission capacity to the west Reno area is important and the connection is needed but the USFS should be careful to not be so focused on its policy of placing new transmission lines within existing corridors and keeping them off land managed by the USFS that it overlooks superior alternatives. The Poeville Alternative should not be considered the preferred alternatives because it suffers from multiple negative drawbacks/impacts:

It is approximately twice as long as the other alternatives and at an approximate cost of one-million dollars a mile to construct will be that much more of a burden to rate-payers.

The south side of Peavine Peak is visible from much of the developed portion of the Truckee Meadows and a 120Kv transmission line will be more visually intrusive in that regard.

The Poeville Alternative will be more disruptive during construction and during future maintenance/repair activities to the all existing residents along the route. These same residents will not have the concern over the potential impact to their home values from an additional transmission line.

From where the Poeville Alternative connects with the existing #114 line then turns west it crosses some undeveloped lands that will be developed within the jurisdiction of the City of Reno. This residential development will be at a much higher density than what exists in the vicinity presently thus compounding the potential negative impacts from the transmission line.

We appreciate the opportunity to review the DEIS and are available to discuss our comments. If you have any question, please feel free to contact me at (775)328-3617 or bwhitney@washoecounty.us

Sincerely,

Bill Whitney, Division Director, Washoe County Planning and Development