

Boardman to Hemingway

Transmission Line Project

Idaho Route Meeting Summary

January 21, 2010

The Community House of
Kirkpatrick Church
305 E. Bates
Parma, Idaho 83660

Table of Contents

Community Advisory Process Background.....	3
Idaho Route Meeting Overview.....	4
Presentations and Discussion.....	6
Appendix 1: Invitees and Attendees	10
Appendix 2: Meeting Handouts	15
Appendix 3: Team Input	20
Appendix 4: Transcription of Meeting	23

Community Advisory Process Background

Idaho Power is committed to partnering with communities to identify proposed and alternate routes for the Boardman to Hemingway Transmission Line Project. The initial process of identifying a route began in late 2007 when Idaho Power submitted documents to the Bureau of Land Management (BLM), U.S. Forest Service (USFS) and Oregon Department of Energy-Energy Facility Siting Council (ODOE-EFSC). Following public scoping meetings held in October 2008, these agencies received public input requesting that Idaho Power conduct more extensive outreach while identifying the transmission line route.

In Spring 2009, Idaho Power initiated a process to engage communities—from Boardman, Oregon, to Melba, Idaho—in siting the Boardman to Hemingway Transmission Line. This process is called the Community Advisory Process.

As a part of the Community Advisory Process, a Project Advisory Team has been formed in each of the five geographic project areas: North, Central, South, Grant County and Harney County. The Project Advisory Teams are made up of residents, property owners, business leaders and local officials.

The Project Advisory Teams are working closely with technical experts to recommend proposed and alternate routes.

During the Community Advisory Process the Project Advisory Teams will:

- **Identify** issues and concerns; develop criteria for evaluating possible routes and integrate community criteria with regulatory requirements.
- **Develop** a range of possible routes that address community issues and concerns. Routes will be identified through mapping sessions; routes not meeting the regulatory and community criteria will be removed from consideration.
- **Recommend** proposed and alternate routes, which will be carried through the permitting process.
- **Follow through** with communities during the state and federal permitting process.



Idaho Route Meeting Overview

Introduction

Project Advisory Team members raised concerns about several of the PAT-proposed routes in the southern area during and after the fourth South PAT meeting. Several team members commented that there was not a viable route identified in Idaho. To address these concerns, Idaho Power hosted the Idaho Route Meeting.

Meeting Agenda and Format

The purpose of the Idaho Route Meeting was to:

- Review Idaho routes.
- Discuss possible alternate routes in Idaho.

The meeting was held Jan. 21, 2010 at the Community House of Kirkpatrick Church, 305 Bates Ave., Parma, ID, 83660. All PAT members from Idaho were invited by e-mail to the Idaho Route Meeting. A copy of the invitation e-mail, list of invitees and list of attendees can be found in Appendix 1. Twenty-seven people attended the meeting.

The meeting included:

- A presentation of the most recently revised version of the Idaho routes.
- A discussion between Idaho PAT members about alternative routes in Idaho.

Presenters:

- Kent McCarthy – Idaho Power, Community Advisory Process Leader
- Rosemary Curtin – RBCI, Facilitator
- Jarod Blades – Tetra Tech, GIS Operator

Invitees:

- Idaho Project Advisory Team members

Handouts:

The following handouts were provided at the meeting and are available in Appendix 2:

- Meeting agenda
- A map of the revised routes
- Comment form

Team Input

Seven team members completed the comment form. Transcriptions of the comment forms can be found in Appendix 3. Responses included:

- S7, S17 and S18 have severe negative impact on private property, irrigated farmland, high value seed, grain, row crops and permanent crops.
- Keep the line off private property and prime irrigated farm ground.
- The routes through Canyon County – S18 – S17 – S13 are not acceptable. There are too many problems.

Presentations and Discussion

Welcome and Introductions – Kent McCarthy, Idaho Power, CAP Leader

- Idaho Power thanked the team members for taking the time to come to the meeting. Team members learned that the purpose of the meeting was to bring together all Project Advisory Team members from Idaho to discuss the PAT-proposed routes in Idaho. All team members and staff introduced themselves.
- Idaho Power asked PAT members to study the Idaho routes closely and take all factors into consideration. Idaho Power also asked PAT members to attempt to develop other alternative routes in Idaho that would be acceptable.
- Idaho Power is not certain that there are other possible routes through Idaho other than the ones that have already been developed; however, the purpose of the meeting was to ensure due diligence has been done and no alternative routes through Idaho have been missed.

Team Business – Rosemary Curtin, RBCI, Facilitator

- Team members were informed that the meeting was tape-recorded and a detailed summary of the meeting would be developed and distributed to PAT members. The summary would also be posted to the Web site, www.boardmantohemingway.com. Summaries from all PAT meetings held to date are currently available on the Web site.
- The fifth set of South, Central and North PAT meetings are anticipated to be held in late February. At this next set of meetings, Idaho Power will present the results of the complete route analysis and the range of alternative routes that will be advanced into the NEPA process.

Overview of PAT-proposed routes in Idaho – Kent McCarthy, Idaho Power, CAP Leader

- Between September and December 2009, Tetra Tech, Idaho Power's engineering firm, began to analyze all the PAT-proposed routes. Tetra Tech revised the original routes so they do not cross exclusion areas and minimize crossing regulatory constraints. On the maps that were displayed, the original routes developed by the PAT members were shown in red and the revised routes were shown in blue.
- During the mapping workshop in September 2009, seven routes were developed in Idaho: C13, S6, S7, S13, S18, S25 and S30. In November 2009, Idaho Power determined four of these proposed routes that would not be further advanced. Idaho Power chose not to advance routes S13, S6, S25 and C13 because they would require too much infrastructure to build and would present risk to the Boardman to Hemingway Project and the Gateway West Project.

- Through the initial analysis, Tetra Tech has discovered the PAT-proposed routes in Idaho are problematic because they significantly conflict with the community criteria. The routes that are of the most concern are S7, S17 and S18 because they cross areas such as Exclusive Farm Use (EFU) land, prime farmland, city impact areas, scenic byways and other areas the communities designated as avoidance areas.
- One of the routes Idaho Power is currently considering as a final alternative, S30, may come close to an area of environmental concern in Oregon. PAT members in Oregon have told Idaho Power they are concerned that if this route were to enter the NEPA process, BLM could push the transmission line back onto farmland in order to avoid the area of critical environmental concern. Idaho Power does not think it is likely the BLM would push the route for the transmission line back onto farmland, but they recognize that this could be a possible scenario.
- If Idaho Power can show they have evaluated all other options, it is less likely that the BLM would try to route the line through the farmlands of eastern Oregon and western Idaho.
- Idaho Power asked the PAT members to use this meeting as an opportunity to attempt to find alternative routes in Idaho that they find acceptable.

Overview of Analysis Methods – Jarod Blades, Tetra Tech, GIS Operator

- Tetra Tech has revised the PAT-proposed routes several times. At the meeting, maps of the most recently revised version of the routes were displayed on a computer using Geographical Information System (GIS) software. A GIS operator for Tetra Tech, Jarod Blades, operated the GIS system during the meeting and answered questions from PAT members about the revised routes and the analysis methodology.
- All the original routes that were developed by PAT members at the mapping workshops in Fall 2009 have been revised to avoid constraints and exclusion areas. Some examples of exclusion areas are sage grouse leks and private property lines.
- Currently Tetra Tech is evaluating the lines based on permissibility, first and foremost, followed by constructability and cost. The full in-depth analysis will be presented at the next set of meetings.
- The most recently revised version of all the routes was displayed on the GIS. Blades focused in on the routes that went through Idaho and along the Oregon/Idaho border and displayed the layer of exclusion areas on the GIS over these routes. The exclusion areas included sage grouse leks, cultural properties, Idaho Fish and Game wildlife management areas, BLM areas of environmental concern and urban areas of Boise, Nampa and Caldwell.

- Soil classifications were displayed on the GIS. Type I and Type II soils are considered prime farm ground in Idaho (equivalent to Exclusive Farm Use land in Oregon). Both prime farmland and Exclusive Use Farmland were classified as exclusion areas in the community criteria.

Summary of Group Discussion

The team members from Idaho discussed the constraints of the routes in Idaho. The most often-repeated concern was that routes S7, S17 and S18 are unacceptable because they significantly conflict with the community criteria.

One team member suggested developing a route that would go west out of Hemingway toward the Oregon border and would be south of and parallel to route S30. After discussion the team members decided not to carry this route forward because it crossed the same constraints as route S30 and had no advantages over route S30.

Team members concluded that the only way to develop a route through Idaho, which does not conflict with the community criteria, would be to go east around the Treasure Valley. However, Idaho Power determined that developing a route east of Boise was not reasonable because it would be outside the project area, conflict with another transmission project and would not meet the purpose and need of the Boardman to Hemingway Project.

No routes were developed or eliminated at the Idaho Route Meeting. Below are the concerns that were discussed during the meeting. A transcription of the full meeting is available in Appendix 4.

- The routes S17 and S18 cross the city impact areas of Greenleaf, Wilder and Homedale.
- The GIS data did not display the portion of the Homedale city impact area that is in Owyhee County.
- Routes S7, S17 and S18 cross prime farmland, irrigated farmland and Type I and Type II soils.
- Routes S17, S17 and S18 are in close proximity to many residences.
- Routes S18 could impact dairies in Canyon and Owyhee counties.
- Routes S18 could divide several farming operations in half.
- Routes S7 and S18 could impact the Snake River Canyon Scenic Byway.
- Routes S7 and S18 could bisect the Boise River trails.
- The majority of routes S7 and S18 are on private land.
- Route S7 could impact an airport in Owyhee County.
- Route S7 could affect a planned future southern expressway in Canyon County.
- Routes S7 and S18 could affect proposed and planned industrial growth in Canyon County.

- Routes S18 and S7 could affect Confined Animal Feeding Operations in Canyon and Payette counties.
- Route S18 could impact the community of Ten Davis.
- Route S18 could impact a pioneer cemetery, Emigrant Springs, Rickstool Corner and other Oregon Trail historical sites.
- Routes S7 and S18 could impact the Black Canyon Irrigation District's irrigation system.
- Routes S7 and S18 could impact the Snake River viticulture area.
- Route S18 could impact a wildlife sanctuary near Lake Lowell and could also affect hunting grounds in that area.

Appendix 1: Invitees and Attendees

E-mail Invitation

From: Amanda Edge [mailto:Amanda@rbc.net]
Sent: Wednesday, January 13, 2010 8:50 AM
Cc: McCarthy, Kent; Rosemary Curtin; Kara Veit
Subject: Boardman to Hemingway Transmission Line Project - Meeting January 21st

Idaho Power invites you to attend a meeting to discuss potential alternate routes for the Boardman to Hemingway Transmission Line Project. In Fall 2009, Idaho Power hosted mapping sessions in eastern Oregon and western Idaho. Four of the routes that were developed include segments that cross Payette, Canyon, Gem, and Washington counties in Idaho. Idaho Power is hosting a meeting to discuss these routes in further detail.

The meeting will be held:

Thursday, January 21, 2010
4:00 - 6:00 p.m.
Community House of Kirkpatrick Church
305 East Bates
Parma, ID 83660

If you plan to attend this meeting, please RSVP by responding to this e-mail, or calling me at (208) 377-9688.

Attached is the meeting agenda. We hope you will take the time to join us. If you have any questions or concerns, you are welcome to contact myself, Kent McCarthy (Idaho Power, kmccarthy@idahopower.com), or Rosemary Curtin (RBCI, rosemary@rbc.net).

Thank you,

Amanda Edge

RBCI

Boise, ID

amanda@rbc.net

Phone: (208) 377-9688

Fax: (208) 323-1983

**Boardman to Hemingway Transmission Line Project
Idaho Route Meeting
Jan. 21, 2010
List of Invitees**

Sid Anderson	Canyon County Planning & Zoning
Mayor John Bechtel	City of Wilder
Lee Belt	City of Greenleaf
Harry Bettis	Property Owner
Commissioner Larry Church	Payette County
Betty Clarich	Property Owner
Vic Conrad	J.R. Simplot Company
Don Dressen	Payette County Planning & Zoning
Matthew Ellsworth	State Director, Senator James E. Risch
Sid Erwin	Owyhee County Energy Taskforce
Bradley Gore	Payette County
Bill Gotsch	Ten Davis Recreational District
Larry Grant	Property Owner
Mayor Keith Green	City of Marsing
Mike Hamby	Ten Davis Recreational District
Barney Harper	City of Homedale
John Hartman	Black Canyon Irrigation District
Dennis Heaps	Black Canyon Irrigation District
Mayor Doug Henderson	City of Payette
Russ Hendricks	Idaho Farm Bureau
Shelby J. Hilliard	Representative for Mayor Watson
Commissioner Jerry Hoagland	Owyhee County
Mayor Brad Holton	City of Greenleaf
Mary Huff	Owyhee County
Dan Hunter	Canyon County Interim Director
Jeff Johnson	Ten Davis Recreational District
Rick Keller	Idaho Farm Bureau
Kent Lauer	Idaho Farm Bureau
Mayor Thomas Limbaugh	City of Fruitland
Dave Lincoln	Wilder Housing Authority
Linda Mascuch	Property Owner
Craig R. McCullough	Property owner
Tom McDonnell	Idaho Cattle Association
Commissioner Rick Michael	Washington County
Mike Pollard	W. Alliance for Economic Development
Bryan Ricker	Office of Senator Mike Crapo
Gary Rowher	City of Parma
Commissioner Steve Rule	Canyon County

Melody Smit	Property owner
Senator Melinda Smyser	Idaho Senate District 11
Dan Symms	Symms Fruit Ranch
Dick Symms	Symms Fruit Ranch
Jon Watson	City of Parma
Mayor Margaret Watson	City of Parma
Mayor Harold Wilson	City of Homedale

**Boardman to Hemingway Transmission Line Project
Idaho Route Meeting
Jan. 21, 2010
List of Attendees**

Sid Anderson	Canyon County Planning & Zoning
Mayor John Bechtel	City of Wilder
Lee C. Belt	City of Greenleaf
Commissioner Larry Church	Payette County
Betty Clarich	Property owner
Bill Gotsch	Ten Davis Recreational District
Larry Grant	Property owner
Mayor Keith Green	City of Marsing
Mike Hamby	Ten Davis Recreational District
Barney Harper	City of Homedale
John Hartman	Black Canyon Irrigation District
Shelby J. Hilliard	Representative for Mayor Watson
Commissioner Jerry Hoagland	Owyhee County
Mary Huff	Owyhee County Planning & Zoning
Jay Jackson	Property owner
Jeff Johnson	Ten Davis Recreational District
Tom Johnston	Property owner
Linda Mascuch	Property owner
Craig R. McCullough	Property owner
Bryan Ricker	Office of Senator Mike Crapo
Gary Rowher	City of Parma
Commissioner Steve Rule	Canyon County
Mike Sterling	Property owner
Dan Symms	Symms Fruit Ranch
Jon Watson	Property owner
Mayor Margaret Watson	Former mayor, City of Parma
Alan Weber	Property owner

Appendix 2: Meeting Handouts

Boardman to Hemingway Project

Idaho Route Meeting

January 21, 2009 • 4:00 to 6:00 p.m.

Community House of Kirkpatrick Church

305 East Bates Ave

Parma, ID 83660

AGENDA

Meeting objectives:

- Review enhanced Idaho routes
- Discuss possible Idaho alternatives

4 p.m. Welcome

4:15 p.m. Team Business

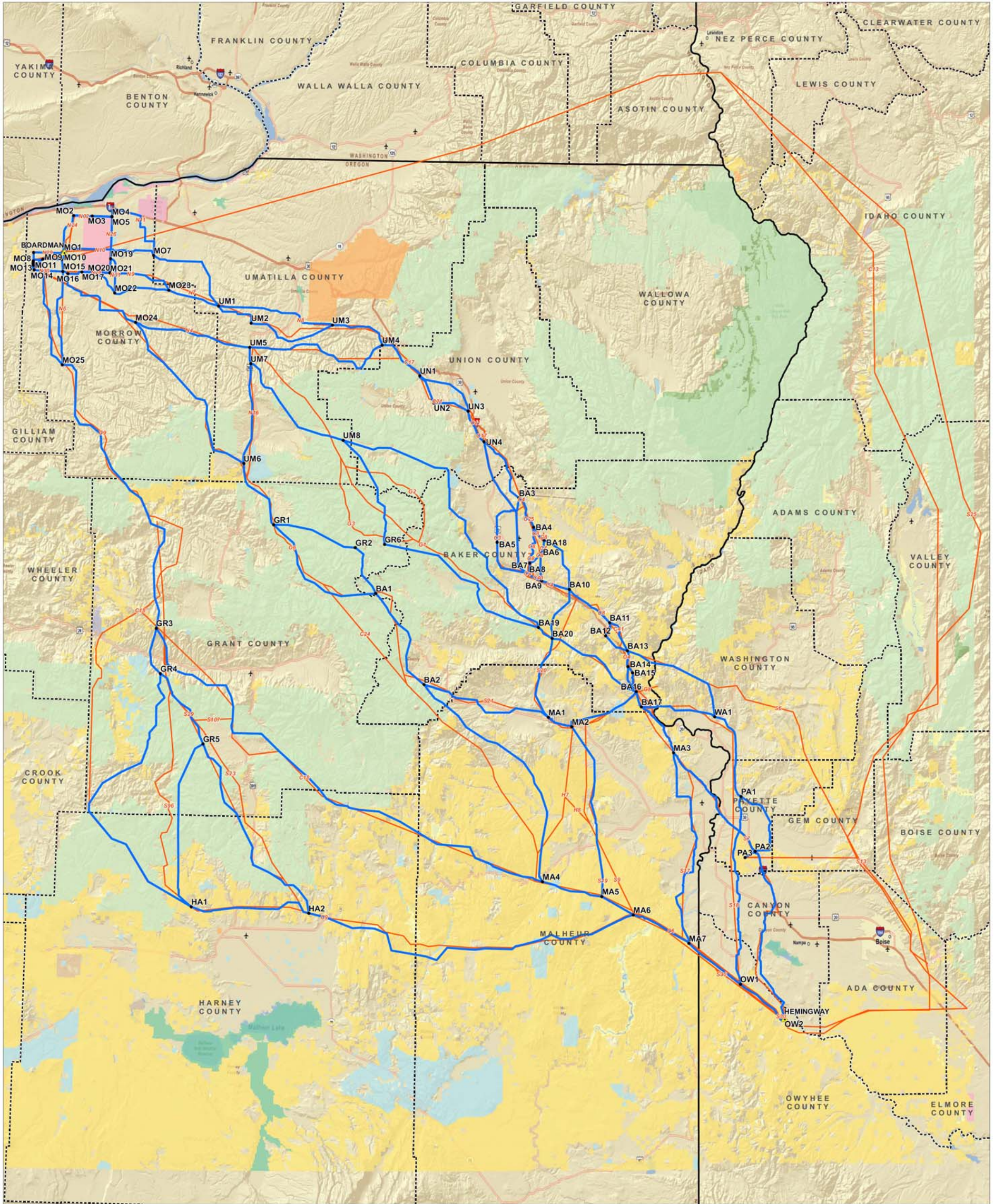
- Purpose of meeting
- PAT #5

Review enhanced Idaho routes

- S6
- S7
- Northern segment of S13
- S18

Discuss range of possible Idaho alternatives

5:45 Next Steps

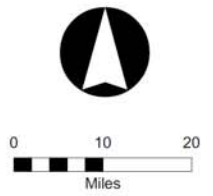


REVISED CAP ROUTES V2

**BOARDMAN - HEMINGWAY
500KV TRANSMISSION LINE PROJECT
IDAHO POWER COMPANY**

JANUARY 2010

- | | | |
|-----------------------|---------------------------|------------------------------|
| Substation | Bureau of Land Management | Other Federal |
| Route Node | Bureau of Reclamation | Private |
| Revised CAP Routes v2 | Indian Reservation | State |
| Original CAP Route | Military | US Fish and Wildlife Service |
| County Boundary | National Park Service | US Forest Service |
| State Boundary | | |



**Boardman to Hemingway Transmission Line Project
Idaho Route Meeting
January 21, 2010 – Parma, Idaho**

Route Record Form

Name: _____

Assigned name of route:

Can we contact you to ask questions for clarification concerning this route?

Yes _____ No _____

Phone number _____

Please describe the specific factors that make your route important. (i.e. locations/resources the route avoids)

Appendix 3: Team Input

Idaho Route Meeting Comment Form
Transcriptions
Jan. 21, 2010

Comments were transcribed verbatim from the Idaho Route Meeting comment forms. (---)
indicates that a word was illegible.

Name	Route Number	Contact	Description	Other
Margie Watson		Yes – 208-412-9610	Thank you for doing such a good job of running the meeting.	
John Hartman	S18 and S7	Yes- 722-7513 or 208-337-8059	The lines both go thru prime irrigated farmland that is not a viable option. The lines will cause hazards with canal maintenance and agriculture thru the entire county as well as route S17.	
Barney Harper	S17, S18	Yes – 631-6795.	Avoid farm ground.	
Dan Symms		Yes – 208-459-4821	S-7, S-17 and S-18 have severe negative impact on private property, irrigated farmland, high value seed, grain, row crops and permanent crops. Also severe negative impact on scenic byways and Snake River wine growing region. These routes are unacceptable and should be scrapped. Projects like this for the public good should be built on govt. land.	
Betty Lee Clarich			We do not have an acceptable route for Payette or Canyon County. For the good of the people put the transmission line on BLM land! The preferred line should be outside of Idaho.	

			Keep line off of private property – prime irrigated farm ground.	
Keith Green	S-17 w/further modification	Yes – 208- 250-2609	<p>The routes through Canyon County – S18 – S17 – S13 are not acceptable. There are too many problems.</p> <p>The S17 route could be adjusted to avoid the major farm areas and the sage grouse areas. It is the shortest and has more of federal corridors already in place.</p>	
Steven Rule	Hemingway to OW1 to MA7 to MA6	Yes – 208- 454-7507	Avoids S18 and S17 through Canyon County.	

Appendix 4: Transcription of Meeting

Below is a transcription of the Idaho Route Meeting discussion. For privacy, the names of Project Advisory Team members are not disclosed in this transcription.

Kent McCarthy, Idaho Power: At tonight's meeting we wanted to get together with just the Idaho folks to talk about the four routes that are snaking up through Idaho. Just to talk about those routes and discuss issues with those routes; all of those routes really have some major issues. We just need to do due diligence on those routes and make sure we've looked at everything about them and just look very closely and make sure there aren't other opportunities coming up through Idaho. Not that we think that there are, but we want to make sure we've done due diligence to make sure there is nothing that we are missing that could come up through Idaho.

At this point, all team members and staff introduced themselves.

Rosemary Curtin, RBCI: Team business, just reminding you that this meeting is being tape-recorded. We will be producing a summary; the summary will be distributed and put up on the Web site. We are anticipating our next meeting as a larger PAT group will be held in February. At that meeting we are hoping the routes that will be advanced into the NEPA process will come through that meeting. As we talk tonight, you have a packet of handouts. The one information we didn't include, which I regret, is a copy of your community criteria. As we look at routes in Idaho, I have it written here and I can repeat those back to everyone. You have copies of maps, agenda and a comment sheet as well.

McCarthy, IP: As we've been going through the analysis of all the routes, there are some major problems with the routes through Idaho, and mostly it's because of the community criteria. As you were told at the last meeting we had, what's been done is that Tetra Tech has gone through the original proposed routes and then revised each one of the routes. You have a map that shows the red colored lines, which were the original proposed routes, and then blue lines, which are adjusted routes. Tetra Tech went through and looked at the community criteria, so they were adjusted if the route was going through, say irrigated farmland, or exclusive use farmland in Oregon. They would adjust it to make sure the routes got around any environmental constraints. If it was near homes, they looked at aerial photographs and pulled the routes away from homes; scenic byways, all kinds of different changes were made so they could get around constraints that were either regulatory constraints or community based constraints that you put forth in your meetings.

This is the version one changes. As we look at the GIS tonight, there has been a version two of the same blue lines, there have been some more minor adjustments to the lines as the evaluation and analysis has been going forward. The maps you are looking at will be a little different from what Jarod shows on the GIS but not any major differences.

One of the concerns we've heard is if the proposed route from Idaho Power ends up being this one that goes up and comes around (revised S30), it gets outside of exclusive farm use land in Oregon and the irrigated farmland in Idaho. If that is the proposed route and it goes through the NEPA process and BLM comes back and they get sued by some environmental organizations, the concern is that the route is going to get pushed back onto the farmlands.

To tell you the truth, I don't think that is a real high likelihood, but it is a slight possibility. Because of that, we would like to really make sure we've crossed our T's and dotted our I's, and make sure there aren't other valid routes in either Oregon or Idaho coming up. I'm not proposing that there are valid routes, but we really need to be cognizant of the possibility that the BLM could push it back over on farmland in their NEPA process. So if we have evaluated that beforehand, they will have an idea if there is a route, or that we have done the evaluation beforehand that there is no route. That is the real purpose of this meeting tonight. We want to look at the GIS and talk to you to see if there is a possibility of another route coming up through Idaho that doesn't affect the communities, doesn't affect the farmlands, doesn't affect the residences and all the other community criteria you had out there, if there is any way to get up through here.

Dave Angell, Idaho Power: Or affects them in a suitable manner.

McCarthy, IP: Okay, yeah, or affects them in a suitable manner, that's a good point.

Angell, IP: Something that you can live with.

At this point the GIS operator from Tetra Tech, Jarod Blades, displayed the most recent version of the revised routes. Rosemary Curtin suggested that Jarod pull up the enhanced routes so the PATs could walk through the enhanced blue routes and see the constraints.

PAT member: Once the route is decided, the corridors are two miles wide, that's what I've heard and then a final placement is up to engineering, is that correct? How close to residents will you go? Will you go right over the top of it if necessary?

McCarthy, IP: No, legally, for safety reasons we can't come any closer than 125 feet. We would never even come close to that. We don't want to be near residences, we do everything we can to keep a long way from residences. That right-of-way corridor is two miles and we snake within that someplace.

PAT: But in the event that you absolutely have to impact somebody, what do you do in that case?

McCarthy, IP: I guess I don't know how to answer that.

PAT: Do you have compensation for people who are really heavily impacted? Say that it came down that there was no other way to go but to go a certain route over somebody's property. In a case like that, do you buy them out? Do you compensate them somehow?

McCarthy, IP: Every right-of-way negotiation is negotiated. All of our rights-of-way are purchased. That's all that I can say. Whether we are buying the exact 250-foot width or if there is other compensation that is negotiated with the landowner, it's on a case-by-case basis.

PAT: But you are buying an easement, not the actual property?

McCarthy, IP: That's correct, it is an easement that we are buying.

PAT: So you are purchasing an easement. So whoever is there would have to live with it?

Angell, IP: And also any road access. It would be land for the transmission line and the road that is required.

PAT: Have people sued you?

Angell, IP: Sued us?

PAT: Yes, in a case like that, where someone is heavily impacted or they don't want it. Do you take it?

Angell, IP: We do have the right to take it because of the right of eminent domain. We don't exercise that very often. It's been over 20 years since we had to exercise it. And we have built transmission since then.

Curtin, RBCI: I know many of you have many questions and I don't want to cut those questions off. However, for those people with limited time who need to get to this agenda, if you have questions outside this agenda, please stay and we will take as much time with you as we can.

McCarthy, IP: So lets pull up those routes that we started talking about.

Jarod Blades, Tetra Tech: As Kent said, I'm Jarod Blades. I work as a GIS specialist and also a biologist. Kent and Rosemary asked me to give you a very brief rundown of the technical aspects of how we look at the original routes that were proposed and how we enhanced them, what we call scrubbing, based on major concerns, in terms of exclusion areas.

Some examples of that in this area might be BLM areas of critical environmental concern or two-mile sage grouse lek buffers, private land property lines, rather than trying to go through the middle of a property, there is a whole slew of considerations we take when trying to enhance these routes, based on what you started with. That is just the first cut, what you've seen in previous meetings.

The next step is going to be evaluating these lines based on permissibility, first and foremost, followed by constructability and cost. And that full in-depth analysis will be presented at the next set of meetings.

I can generally take you through how we got to this point in this region.

This is the entire project area, spanning from Hemingway up to Boardman, Oregon, we might as well zoom into our area of interest here. This is just a baseline layer that shows you some of the towns.

This is the state line border here. I-84 coming up here. Assuming you folks know where most of the towns are I'll turn off the labels so it doesn't clutter everything up. These blue

lines are the enhanced routes here. Those are the enhanced routes, let me just very briefly and quickly show you these other lines, they come up as red, those are the original proposed routes. As you can see, there have been some minor adjustments to account for property lines and other environmental cost considerations.

What I'll turn on right now is what we have called throughout the process, exclusion areas. These are the areas that we take the highest consideration of trying to avoid. Some of the ones you can see is the two-mile buffer of a sage grouse lek, cultural properties, Idaho Fish and Game wildlife management area, BLM area of environmental concern, urban areas of the greater Boise area, Nampa and Caldwell.

I can also turn on soil classification. This is a good illustration of type one and type two soils here in Idaho, which are basically prime farm ground. This neck of the project area, that is the major considerations we were taking into account.

PAT: What about city areas of impact?

Curtin, RBCI: I have a list and with every comment made by Idaho PAT members and if you want Jarod, you could look at those and maybe put those up. Impact areas appeared on almost all those comment sheets, as well as the irrigated or prime farmland.

PAT: So are you saying the routes he is showing us here all avoid the impact areas?

Curtin, RBCI: I'm not sure on that, that's a good question.

McCarthy, IP: They may not, that's why some of them have some pretty bad flaws with them that we need to discuss.

PAT: Is irrigated farmland the same as prime? Isn't that different in your GIS? Because when we did it before we had Malheur's and it was way different than that green that you just showed.

McCarthy, IP: If you go to class three soils that are irrigated.

Blades, TT: It may take me awhile to find these layers because there are 300 of them. These pink areas, those are the city impact areas.

Curtin, RBCI: So the enhanced routes do go through the Wilder and Homedale impact areas.

PAT: And Greenleaf.

Blades, TT: You can see it was scrubbed, or enhanced, to try to follow the boundary of that. I have to tell you sometimes I will be taking liberty on what the intent of the scrubbed was because some of the project managers actually did the scrubbing of the routes.

PAT: It's in the Greenleaf impact area.

PAT: You have the Canyon County portion of Homedale but you don't have the Owyhee County section.

Curtin, RBCI: What's missing?

PAT: You have the Canyon County, however, Homedale's area of impact is in Owyhee County and in Canyon County. You have the Canyon County portion, but Homedale is actually in Owyhee County.

Curtin, RBCI: Question for you all, where it borders on those areas of impact, is that unacceptable?

PATs unanimous: Yes, it's unacceptable.

Curtin, RBCI: Jarod, what is the route all the way to the right?

Blades, TT: That is S7.

PAT: The ONDA route.

Blades, TT: The original routes in this area have all been combined because they were generally pointing to the same concept. You were asking about soils.

Angell, IP: Rosemary, did you comment that we would be recording this meeting? With the intent that everyone understands the outcome. The data will be available at our next South PAT meeting.

Curtin, RBCI: We'd like to get the summary out to you before that meeting and have it posted to the Web site prior to the February meeting.

Blades: Class one soils are the darker brown; the lighter brown is class two soils.

PAT: Do you have all irrigated farmland up there?

Blades displayed the soil classifications layer on top of the agricultural layer on the GIS.

PAT: You cannot build those two routes without impacting prime farmland, or all farmland, as well as being extremely close to a lot of residences. It cannot be done.

Curtin, RBCI: The big criteria, the issues on your comment sheets, for you all were impact areas, irrigated farmland, prime farmland and there were others, those were just the ones that were consistent.

PAT: I'd like to comment on the prime class one and class two soils as well as all irrigated farmland. I farm in Canyon County; I farm in Payette County and I farm in

Owyhee County. Both of those routes that go through there are going impact class one and class two soils and the types of irrigation we use quite regularly. It will impact all irrigated farmland that is affected by route S18 and S7. I think these would be very detrimental in spring irrigation, drip irrigation as well as gravity irrigation. The crops that are grown in this valley that might be impact are anywhere from grain crops to seed crops; it would affect a number of crops with the line going through. S18 and S7. Our priority would be on all irrigated farmland; this would drastically affect the farmland.

PAT: I'd like to add permanent crops. He said grain crops, seed and onions crops but I would like to add permanent crops like orchards and vines. Hops too, which are grown in all classes of soils on all three of those routes.

PAT: Also on that same line, all of those crops, 90 percent of those crops that were just tested by to do aerial spraying and the transmission line would make it impossible to do that aerial spraying. It would make that detrimental to those areas.

PAT: How far away from the bombing range do we have to stay? All we have to do is get across the valley right? This is our alternative right? We've already agreed that our main route is the one in Owyhee County right? That's our preferred route.

Curtin, RBCI: No, we haven't gotten to the range of alternatives that will be advanced to NEPA. We wanted to have a conversation with Idaho residents before we start narrowing to ensure we've looked at everything, and we've done due diligence, and we've done everything. That is what this conversation is tonight.

PAT: Okay, so we're not stuck on these routes right?

McCarthy, IP: No.

PAT: Also they're not going to work from what I understand it. Go the other way. Get away from that farm ground. Go out past the bombing range. If we have go around the valley, go out past the bombing range.

McCarthy, IP: Where's the bombing range?

PAT: East Boise.

McCarthy, IP: We're trying to get from Hemingway to Boardman.

PAT: Right, same thing. We can go around east Boise and get up on Pearl Ridge and go across Pearl Ridge and cut across there, it's the same thing. I mean we're trying to get across the valley; these lines are trying to get across the valley. That's not the only way through the valley. There's other ways across the valley.

McCarthy, IP: Those are the east Boise routes that got eliminated at the last meeting. We eliminated them as Idaho Power.

PAT: Can you eliminate these other Idaho routes as Idaho Power too?

McCarthy, IP: No, the reason we eliminated the ones going around east Boise was because it was based on power planning. They wouldn't work for fitting into the power system itself. For the other routes we are leaving it up to the committee to try to come to a consensus. It's not that we are trying to come up with these routes at all. We just want to talk about it.

Curtin, RBCI: I need clarity, I'm going to try to keep control of this meeting so that we can all be clear and document what's being said. What I heard you say is other options to make an Idaho route viable would be to go east towards the bombing range, and east around Boise; this would have been the routes that we took off the table for many reasons. Is that correct?

PAT: Yeah, that was my question. There is obviously no way we are going to make this one work coming across the valley. The other option is to go to the east side of the valley and go through Owyhee County.

Curtin, RBCI: And that's what another PAT member said to me at the mapping workshops; that is the only way. Is to go east.

McCarthy, IP: That's the question we wanted to ask after we're done looking at these routes here. Do we want to discuss any other changes?

PAT: On your maps, at least in the Owyhee County area, there are a couple of dairies right in that area that could be impacted.

McCarthy, IP: Is there others that aren't shown?

PAT: What about the northern portion of S18?

Blades, TT: There's one or two dairies.

PAT: Go south down S18 a little ways. There's a dairy up there by the county line.

PAT: It's in there; it's right at the top of the impact zone.

McCarthy, IP: That area has that slickspot peppergrass too, it's a real restrictive area. We're having trouble with another power line we are trying to site through there because of that.

PAT: S18 does split farms in half.

McCarthy, IP: Like I said, they tried not to split fields but sometimes its not quite possible.

PAT: Well they are.

PAT: Can you go down to the Marsing impact zone so I can see where that line crosses?

Blades, TT: Sure, we're going to look at Weiser real quick.

Curtin, RBCI: A couple things they're doing; they're going to look at Weiser and then go down to Marsing.

McCarthy, IP: So why are we looking at Weiser?

PAT: I wanted to see where they are running it around Weiser. So you could run it up the ridge around Payette up above the hills.

Blades pulled up data for the Marsing region on the GIS.

PAT: So S7 is going where, down Chicken Dinner Road right?

Blades, TT: It doesn't look like it's following a road.

PAT: Do you have that little power station that's off of Chicken Dinner Road on your map? The little power station or substation.

Blades, TT: I don't see one showing up in that area.

Mike Barrie, Idaho Power: The Homedale station is on Highway 95. Is that what you're thinking of?

PAT: No.

McCarthy, IP: I know which one you're talking about, I can't think of the name of it right now.

PAT: It's between Deer Flat Road and Marsing Road.

Blades, TT: It looks like I've only got the large ones on here; Hemingway would be the closest one.

PAT: Do you have the Snake River Canyon Scenic Byway?

Blades, TT: Is that it right there?

PAT: That looks like it's a portion of it. There's a main byway route and there are separate side trips off of it. It looks like you've got the main route, but not the side trips. It looks like S7 would have some significant scenic byway impact.

PAT: So would S18.

Blades, TT: This is the 1000 foot buffer around it.

PAT: But your view is much larger than just 1000 feet.

Blades, TT: I agree.

PAT: So it would be putting a major impact on that scenic byway. Both off of S18 and S7.

Blades, TT: If you're looking at a north-south direction, that's a pretty big barrier.

PAT: I have a statement and an observation. We can waste the rest of this evening on S7 and S18, which most of agree we don't want it and I'm in agreement with that. The observation is, when we meet in Ontario and have the Oregon and Idaho sides there, the feeling is it is a contest between Oregon and Idaho. It's not. It's between productive and nonproductive land.

Curtin, RBCI: Correct.

PAT: So that's what we need to get back to. That is productive land that S7 and S18 go through.

Curtin, RBCI: It is not our intent to pit Oregon against Idaho.

PAT: I know it's not your intent, but that is the perception that I get when I'm at that meeting. The Oregon side says "No we don't want it," and the Idaho side says, "We don't want it." It's a contest between productive and non-productive land.

Curtin, RBCI: And that's where the conversation will go in February.

PAT: Well, you might as well get away from S7 and S18 because we don't want them.

McCarthy, IP: We agree with that, but we want to make sure we have documented the reasons really well. Because when we go into the NEPA process, if there is a move by BLM to push it back over toward farmland, we want to have it all documented. That's the purpose of going through this exercise.

PAT: There are scenic byways but there are also the Boise River Trails, which both S7 and S18 bisect; the Boise River, which is the Boise River Trails. Also I want to go on record that as you look at this map of Canyon County and Payette County, Gem County that Canyon County, it is almost totally private land. I want to go on record that it should be on public land. If it's for the good of the public it belongs on public ground. And as you can see S7 and S18 is almost 100 percent on private property.

PAT: I have one other point to make. And that's that the area around Marsing and Sunny Slope has been designated as a national viticulture area too.

PAT: A comment on S7 on the Owyhee County side where it crosses the Snake River. There is an airport down in that area. I'm not sure how close this crossing would be compared to the 230 kV line that's close to there.

McCarthy, IP: So it looks like it would be on top of the ridge, across the river from the airport there.

PAT: The airport is parallel to the river and whatever the requirements are on it, that's beyond me, but it is a concern.

McCarthy, IP: That's one of thing is that we do have exclusions around airports so there are buffers.

PAT: Just so we hit our NEPA goal, NEPA says we have to have a proposed and an alternative route. We still have to come to an alternative, a viable alternative, because if they kick out the proposed, they may go with one of the alternatives.

Curtin, RBCI: Right.

PAT: It's still better to be on BLM land. We can't turn this thing in with S7 and S18 because that's not a viable alternative to anyone.

Curtin, RBCI: And there may not be a viable route in Idaho at all. That's the question we're calling tonight.

PAT: We can get a viable route if we go farther south. We can give them an alternative if we go farther south, which puts them both on BLM.

Angell, IP: Right, rather than following the transmission line straight west and then come back north. Let me clarify that when we go into the NEPA process we go with the preferred route, proposed route, whatever you want to call it, and alternatives. That doesn't mean there is an alternative for every mile of length between Hemingway and Boardman. It may be that there isn't an alternative from the section from Hemingway to the state line in Oregon but that there are alternatives in other locations. The whole purpose of tonight is to explore what are reasonable alternatives in Idaho, until we can get to the Oregon border. A perfect example, would be another alternative over across the Owyhee area.

PAT: Well yeah, if we need another alternative, let's just go farther south. Get out of Canyon County; I don't see why we are in Canyon County to begin or what the goal was to be in Canyon County.

McCarthy, IP: Let me address that a little bit. We will give a proposed route with our application with some variations, alternatives, to it. But as it goes through the NEPA process the BLM, Forest Service, the other federal agencies, can designate other alternatives too.

PAT: Sure, sure.

McCarthy, IP: So at that point, we want to make sure we have the data to back up the reasons for why we did away with the previous routes.

PAT: If we don't have an alternative in there, than we haven't hit the NEPA scope and we can be sued by whatever environmentalist that doesn't want that on BLM ground. If both alternatives are on BLM ground, they can come back and say, "Well you didn't explore Canyon County." We do have to have our guns in a row for Canyon County; this is what we're doing. But as proposed it never should be in Canyon County. But we do need to have our guns in a row; we do need to have our reasons why. I agree. So it's not a waste of time.

PAT: I'm a commissioner from Canyon County, I'd like to just run through some of the conflicts that I've seen and we've talked about. City impact areas affect S7 and S18. Private ground S7 and S18. Irrigated farm ground S7 and S18. Prime farm ground S7 and S18. Scenic byway conflicts S7 and S18. Southern expressway conflicts S7. Proposed and planned industrial growth areas S7 and S18.

Curtin, RBCI: I want to go back just a minute to this south concept. I'm not looking to create a new route here. Jarod, do you have GIS information for the area in Owyhee County that they are talking about?

Blades, TT: Yes, right there. I've got all the exclusion areas turned on.

At this point, the team members considered developing a route south of route S30 in Owyhee County.

PAT: The idea would be to have an alternative to the preferred one that we liked, like the straight line, to miss the sage grouse and private and come to the state line and then let Malheur County deal with it from there.

The team members considered developing a route on BLM land that would be south of the previous S30 route in Owyhee County.

PAT: Can we have clarification though, before we start drawing lines? The southern line that runs all the way from Hemingway to the Oregon border currently is mostly on BLM ground. So you're not gaining anything by moving it south. And I want to make sure that I understand when we talk about an alternative under the NEPA process. I had understood that when Sand Hollow was on the map that Oregon said, "You have to have an Idaho alternative." But now that Sand Hollow is off the map and not part of this

project, then it's no longer true that you are required to have an Idaho alternative. We can have alternatives in Oregon.

Curtin, RBCI: Yes, correct.

PAT: So I'm not sure there is any reason to draw another line through BLM ground, south of where we are already. That line exists already, that right-of-way exists already.

PAT: Is that not a federal corridor already? Designated corridor.

McCarthy, IP: Yes, it is the West-Wide Energy Corridor, that's why it was there in the first place.

Curtin, RBCI: We are not in disagreement. I don't think anyone would disagree with those comments. Again, we are just looking at all the options.

PAT: In general, from a positive standpoint isn't it pretty much all the comments that you got, going from Hemingway up out across that state line that we're talking about. Everyone is basically in agreement that this is a preferred route, aren't we? In general?

Curtin, RBCI: I don't think we are to a preferred route in the conversation yet; that will be in February.

PAT: But I'm saying this group feels like that should be the preferred route for this group.

PAT: Which route is that?

PAT: The line from Hemingway that follows the PacifiCorp line through Owyhee County on BLM.

McCarthy, IP: I just want to point something out on here. Not that it will become a problem and perhaps we will be able to get through the BLM on this. But this line right now crosses through an area of critical environmental concern and a wilderness study area and the Owyhee Reservoir. This area of critical environmental concern, that's where we would expect adding another line next to the existing PacifiCorp line. That's a place where we would expect where the Oregon Natural Desert Association would try to sue us during the NEPA process because of going across there and expanding that right-of-way. So that's what we are talking about if there is a possible alternative route. If there is a possible alternative route and BLM pushes it back the other direction. If there's no possible route in Idaho that's fine, we're in agreement. That's the thing that worries me the most; that one area of critical environmental concern there.

Curtin, RBCI: Would the route south of S30 in Owyhee County help that issue?

Angell, IP: It would be something.

PAT: Well then kick S17 over across that private ground.

McCarthy, IP: That would be a possible alternative that BLM would come up with at that point.

PAT: It would be a lot of construction for you guys, but it would get around the constraints. From the Idaho viewpoint. Not from the Oregon viewpoint.

Curtin, RBCI: I need to ask, is the line that is being considered, the one that goes south of S30 and west through Owyhee County to the Oregon border, worth advancing beyond this room?

The team members unanimously agreed that the route was not worth advancing.

PAT: Somewhere between all these lines, I haven't had the chance to study them, but you will get a scenario where you will ultimately end up with a line. If maybe you could put five intersections where farmers and ranchers could put in some wind power and fix the line up for that.

Curtin, RBCI: That conversation has happened many times, so we will talk with you about that after the meeting and answer your questions.

PAT: I'd like to go on record for S18 and S7 for a lot of reasons that have already been mentioned like farm ground, prime farm ground and private land. One of the other items that Idaho Power listed as exclusionary was Confined Animal Feeding Operations (CAFOs). There are three of those on the southern portion of S18, but there are seven of them on the portion in Canyon County and Payette County near Parma. There are two in Canyon County on the Canyon County/Payette County border. There are two right on the Canyon County line. And there are three more right where your S18 line goes.

PAT: So they're missing from your map. They are not on that map, it's not showing those CAFOs.

Curtin, RBCI: Jarod, I want to go back one more time, can we make sure we drew the line that was being considered earlier? So that at least we have documentation of some other options of getting around in Idaho. Just don't erase it, keep it on there.

PAT: This is probably something that is for later, but the route that everyone seems to prefer through Owyhee County, as its enhanced, I'd like to look at that closer later for specific changes of what was sent to us.

McCarthy, IP: And we will do that and also it is going through a version two change and then they will start working on a version three. So there may have been some slight alterations in Owyhee County from what is even being shown now.

PAT: The line you're talking about is this S17 that you're trying to enhance?

McCarthy, IP: All of them; every single line has been enhanced some.

Curtin, RBCI: So back to that request, you want parcel level data to determine if...

PAT: We were sent the shape files and where we mapped it through the parcels and we have a few tweaks that would make it a lot better. Now that it is enhanced from what we sent, I would like to get those shape files. The data that I was sent is probably useless now because it looks like it has been considerably changed. I'd like to see it on a parcel level data.

Blades, TT: I remember going through some of these routes with you too. Maybe we need to revisit that. Maybe that didn't get communicated to the other specialists.

PAT: When were these enhanced? They were enhanced real recently right?

Blades, TT: Yeah.

Curtin, RBCI: What I understand is there is continual enhancement. So it's hard for us...

PAT: Just the blue right now, can you zoom in further?

Blades, TT: The blue one just kind of clips along the bottom side of the private land.

PAT: That is what I was sent.

Blades, TT: This one is the one that we had discussed before.

PAT: Does purple mean it's a lek?

Blades, TT: Purple is a cultural property.

PAT: That's the Stage Stop. That's why we had to go around it. You were calling to find out if it's historical and it is. And so that's why we had to go around that. And it's Callaway's and all those guys' ground around there.

PAT: So you're saying those changed weren't made?

Blades, TT: There was another one down here.

PAT: But is the blue route the most recent route?

Blades, TT: Yes. This other one down here was the other one we had talked about that day. I will make sure that they go back and take another look at that.

PAT: Just out of curiosity what does that line cost per mile?

Angell, IP: Approximately \$2 million.

PAT: How about the U.S. Farmers negotiating that contract with you when you get ready to put it in. You got to pay someone the \$2 million.

Curtin, RBCI: They will work individually with the property owners.

McCarthy, IP: Every right-of-way purchase is negotiated with the property owners.

Curtin, RBCI: Other route comments?

PAT: Can we go back up and look at S18? Right where it crosses into Canyon County out of Payette County? Is there anyway you can put the road names on there so we can see exactly where it is?

Blades, TT: Sure. Which area specifically did you want to look at?

PAT: Right up where it says Rickstool Corner. *The PAT member pointed out the area with a laser pointer.* Right in there. From about Highway 26.

Blades, TT: It doesn't look like I actually have the road names. Because of the Internet connection down here, I'm having a hard time streaming that kind of info off the Internet but I do have the data.

PAT: Could you put the feedlots and the irrigated farmland up there?

Blades, TT: I don't know if we have the actual feedlot layer. I don't know if it exists.

PAT: Try dairies.

Blades, TT: These are all dairies.

PAT: Well looking at that line there's five or seven of them right down S18, also S18 goes right through the heart of a little community there called Ten Davis. There's a pioneer cemetery and a grange hall. It might not be important to anyone else, but it is in the historical registry.

PAT: And it goes over the side of Emigrant Springs. That was the big watering hole on the Oregon Trail.

PAT: They are both on the historical registry; so that is a reason why that line should not be going across there.

Blades, TT: Is that between Highway 20 and Rickstool Corner in that area?

PAT: Yes, it's the lower Boise cemetery district that was established in 1876. It's a pioneer cemetery from the Oregon Trail and has the property value assessed by Canyon County district of about \$82 million.

PAT: My farm in that area that is being referred to, in the Rickstool Corner area, I represent that Black Canyon Irrigation District. It appears that these lines are traveling very closely to some primary laterals of ours so these power lines would restrict the use of heavy equipment such as excavators, tractors and maintenance of these irrigation systems. And probably be a hindrance through any of this agricultural area in Canyon County, as well as Malheur County.

Curtin, RBCI: I don't want to necessarily belabor this, I just want to look and we don't have to be here all night. I'm looking for options... not reasons... are there other routes that could be located in Idaho? I think we are clear on the ones that have been identified in Idaho that are not going to work.

PAT: If you look at all the exclusions, all the things, the private property and the homes, all the things that we are talking about, then look at that map as a whole, there is no option.

Curtin, RBCI: Okay.

PAT: If the boundary has been set as far east as only Canyon County, and Idaho Power established a boundary as Canyon County, not Ada County, I think with the criteria of irrigated farm ground, with the criteria of historical routes, with the criteria of impact areas for towns, I don't think there is really any option in Idaho. Because to get through Idaho without going through Ada County there is no place in Canyon County that you do not cross a high percentage of private irrigated land with some prime, irrigated farm ground. I don't really think in Canyon County, if you go from south to north, there is virtually no BLM ground in Canyon County; I don't think there is any other option. The other thing we haven't really looked at in west Canyon County is recreation items. Which S18 goes very close to Lake Lowell, which is a federal wildlife sanctuary. It is probably far enough away from the boundaries of the federal sanctuary. But when you talk about recreation I don't know if it is really privatized or commercial, but some of the finest waterfowl hunting and game hunting of pheasants is in that area. People come from all over the world for that. So I don't really know if there is any option. We could look all night long for an option, but I don't think there is one.

Curtin, RBCI: And I want to turn back to Idaho Power and just clarify, we are not...we eliminated extending the boundary to Ada County?

McCarthy, IP: Yes. Not necessarily because it's Ada County, but because it's down around on the east side of Boise to get up there. It's the same problem over there with the cities and the irrigated farmland.

PAT: But what if you went farther east?

McCarthy, IP: Well then you're up in the foothills where we do have power lines. It's not necessarily the problem of routing the line; it's the other infrastructure that's required and associating this with the Gateway West transmission line.

PAT: So the answer is no?

McCarthy, IP: Yes, the answer is no.

PAT: I'm assuming we want to go within the boundaries established by the project, right? Within the boundaries of the project, within the state of Idaho, I don't think there is any viable option unless we lower the priority of prime irrigated farm ground, of city impact areas, of historical items and you want to talk about historical items, the Oregon Trail was originally a 10-mile swath from the current Boise north. That's why Ten Davis and places such as these communities do have historical artifacts. Because given a year's time, the Oregon Trail is wider than the trail, it is 10 miles wide. I don't think there are any options in Canyon County.

PAT: How do you buy this right-of-way? Is that negotiated?

PAT: I'd be glad to visit with you about this another time because there's people in this room that have covered those items over and over.

PAT: Thinking as the recreational point was brought up; I know that is one of the concerns BLM is going to have on the routes along their lands. On the route we were considering earlier, there might be recreational trails under that, or habitat areas; that's one of the biggest concerns having those trails out amongst the habitat. I think negative on that route.

PAT: I have a question for Idaho Power. These routes, your main and your alternative, can both be on BLM, right? So we could have two routes going through BLM?

McCarthy, IP: Absolutely.

PAT: So I don't want anyone to have a misconception that we have to have two routes and one of which does not go through BLM.

McCarthy, IP: That's absolutely correct.

PAT: There is a way to mitigate a BLM property if we do it correctly. Is that correct?

McCarthy, IP: In most cases, but not all.

PAT: There is one point that we can bring up. Those counties with the strong agricultural based economy are a whole lot better off financially right now than counties that aren't. Which Payette County is one, our county is basically agriculture based. We have a lot of class three soil. You mentioned class one and two, but primarily the difference between class one and two and three is either soil or drainage. The slope part of it is negated with irrigation and some pivots. Just to say class one two are important ~~ags~~ is not necessarily true. Agriculture is huge in our county too.

McCarthy, IP: That's correct. When the committee came up with the criteria, they didn't say by soil classification, they just said irrigated farmland; so they put the high priority on that type of farmland.

PAT: I have a question. If they move up to S17 and going into Malheur County where Idaho Power said they were concerned on that area of critical environmental concern. So isn't there a possibility of taking the route that we are all saying we like in Owyhee County and go up and then go to the west side of that lek and go through there. If you know if will be of critical concern to the Oregon folks then let's eliminate it and get it up and around, or down and around and figure it out.

McCarthy, IP: That's what I was saying. There is a possibility to get around this area of critical environmental concern. Then that adds some safety.

PAT: Well then, let's get on with it. If we know that it is not going to be looked at very well, then let's get an alternative route. If we have these known factors, if we know what is given, let's get around it. I can draw that route.

Curtin, RBCI: Can we have that as an alternative?

Angell, IP: We are jumping to a conclusion based on a comment that Kent has said about ONDA and that area of environmental concern; that ONDA might be pushing the BLM around. We don't know that for sure, we haven't met and talked to them yet.

McCarthy, IP: And for another route up here, because this possibility exists, the BLM would take it that way anyway.

PAT: They wouldn't try to kick on that exclusive farm use land though, would they? They would try to work around that study area. They're not going to try to push it on that guy's ground, are they?

McCarthy, IP: We don't know. And also without having the Oregon folks here I wouldn't want to propose any new routes in Oregon.

PAT: I don't want to propose it, I just wanted to make a comment that if that is an issue in our next meeting. I mean come on Oregon. Let's build a route and move on.

PAT: Going back to what the gentleman said earlier about this being a question between productive and unproductive ground, in terms of placement, I think we should go on record of saying that S17 that runs up through Oregon on the west side of the river is as unacceptable as S7 and S18 in Idaho. Same problems.

Curtin, RBCI: That's very documented in your comments. It has come through that S17 is equally unacceptable.

McCarthy, IP: If the comments are all done, we would like to discuss the PAT #5 meeting really quickly.

Curtin, RBCI: As you leave here and talk, if there are other options in Idaho...as you dialogue...we still have the process to go through and I think that may come back up again.

PAT: Do we need to have any more findings of fact, or reasons to go on record, like the Oregon Trail or anything else? If we are saying that we do not have a route through Idaho can we be done? We don't have to continue nitpicking every single solitary reason that we have.

McCarthy, IP: I don't think we need to continue.

PAT: You keep saying Idaho, but you mean Canyon County, right? We're okay with the route that goes from the border to Hemingway right?

PAT: Yes, Canyon County and Payette County.

PAT: I think it is a fact here, with the constraints that Idaho Power has put in Idaho of counties and boundaries, there is no way to site this line in Idaho without going through Canyon County. So without throwing all of our concerns and constraints to the wind, i.e. irrigated farm ground, going across city impact areas, historical sites, recreational sites, etc. There is no way we can sit here, and you can ask us all night long, but we can't sit here and put a route through Idaho. Because Idaho is Canyon County, and you asked us to list our priority and our high constraints. And we can't do it. No more than we can do it on S17. I think we are saying that there is a preferred route in Malheur County and surely there is an alternate route. No matter how hard we can try, or people ask us to try, there is no viable route through Idaho.

McCarthy, IP: In Canyon County?

PAT: You can't go through Idaho without going through Canyon County.

McCarthy, IP: Well it starts in Owyhee County.

PAT: Well, that's what I meant.

PAT: You moved out of Owyhee County and you forgot it exists.

Curtin, RBCI: So...as we draw closure here, Kent is going to talk about the PAT #5 meeting. Thank you for taking the time this evening. It was not a waste of time. It is important to the process and everything for a lot of people.

McCarthy, IP: We are still in the planning stages. We plan to have it sometime in middle to late February. We will set the meeting date to be about two weeks after Tetra Tech has completed the analysis. We want to make sure they are completely done with it before we even set the date, then we can give you folks a couple weeks' notice and we would like to get some maps out to you and posted to the Web site so you can look at them before you come to the meeting.

What our plans are is to go through the routes that are left on. We will be combining routes; instead of having four heading toward the west, we might show one. And the reason is that they have been narrowed.

We would like to present what Idaho Power's preferred proposed route is; what the proposed route is. BLM is going to require that we do give a proposed route. At one time we were hoping we could just give alternatives and they would choose the proposed, but we need to choose a proposed route and any alternatives that go in there. So we will throw that out there, what our suggestion is on that, and try to get consensus from you in the South and the North and from Central and Burns and John Day; we will talk to all those folks over there.

And then from there we go out, we would submit our documentation back to the BLM, our SF299. It's a revised application to reinitiate the NEPA process. It's an application for use of federal land, which starts it back up again. The BLM has said they will go back into scoping again, so there will be more public meetings after that. The scoping may be delayed a bit, because there are some delays in the federal registry process. So we may end up having a community meeting like we had in August, have some more community meetings associated directly with the CAP, before it goes into the scoping process which will have its own meetings too.

Curtin, RBCI: I want to be clear that these blue routes were *not* eliminated tonight. We did not eliminate routes. The analysis that Tetra Tech is doing for the February meeting includes these. What we would like to see happen out of the February meetings, and we are not starting that meeting with the proposed recommendation from Idaho Power. After we present analysis, we hope it will lead to a proposed route. So you may never see these again, but they are still in the documentation and in the analysis that is going forward.

PAT: Before that route goes to BLM I want to be sure that I have the current shape files of what is really going forward. So I can look at those. It's hard to say that is our proposed route when they've been tweaked. I do want to look at the current shape files.

Curtin, RBCI: That's a good question and this is why we are a little early to talk about our February meetings because we haven't confirmed exactly how that's going to

transpire. But for those NEPA alternatives, the routes that are going into NEPA, I think parcel level data...

Blades, TT: No. I don't think we are using parcel level data now. We are using ownership as part of it, but not individual parcels. You want the current routes? On a data stick? Can I get a clarification that the potential route that was discussed tonight is not going to be carried forward?

Curtin, RBCI: No, it's not. We did not add any routes. I want clarity on this, we keep getting this question on how detailed they are going to be able see these routes. I hear you moved routes to miss structures.

McCarthy, IP: They did that based on aerial photos, not on parcel data.

Blades, TT: How the maps are going to be presented? I don't know if I can answer that at this point but I know they will be in each segment individually from one intersection to the next.

Curtin, RBCI: Can they get that aerial photo? If they want to look specifically before they support the route?

Blades, TT: Yeah they can pull it up with a good Internet connection.

At this point the meeting was dismissed.