

Appendix 4: Team Input

# of comment sheet	1.) Is there a revised route that you believe is permissible and constructible that should be considered? Why?
1	<ul style="list-style-type: none"> No
2	<ul style="list-style-type: none"> My preferred route would be (above all) would be BA4 to BA18 to BA10 though this route has ? Lek issues it is by far the best, least invasive to people and animals and the Lek issue doesn't seem to be carved in stone. Thus pursue the Sage Grouse issue. BA18 to BA8 or BA9 is not acceptable as it passes over a residence. Swapping to the 500KV in place of the 230KV line seems ineffective and violates all the Interpretive Center viewshed issues, as well as rebuilding the 230 line. Pursue BA4-18-10. It's the best alternative hands down.
3	<ul style="list-style-type: none"> I favor the western route (see attached statements).
4	<ul style="list-style-type: none"> We favor the western route.
5	<p>No – the route needs to:</p> <ul style="list-style-type: none"> Have the minimal environmental impact – esp. not invade, disrupt, and fragment large areas of contiguous wild lands. Integrate with the existing network of human occupancy and infrastructure across the landscape. Blend into infrastructure and human views capes with a minimum of “undesirable” outcomes. <p>I followed the TetraTech analysis and I accept that the eastern route is the “most appropriate” location – even though that puts it close to “my yard” in Union County. I want to refine my input to the absolute location as it is identified. I will facilitate a best option from my frame of reference.</p>
6	<p>First: I think Idaho Power could do more for:</p> <ul style="list-style-type: none"> Conservation to reduce demand Implement more regional & local power generation to reduce the need for transmission lines
7	<ul style="list-style-type: none"> Across Malheur and Harney into Lake County to tie in to existing corridors in Christmas Valley area. Less people impacted and better utilization of existing corridors. Cost should not be an issue since your expenditures will be recovered from ratepayers over time. Less opposition from populace.
8	<ul style="list-style-type: none"> No. The only completely acceptable route would avoid Oregon altogether, or simply be nonexistent.

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9	<ul style="list-style-type: none"> No, I have been on the Central Advisory team from the very beginning and attended all meetings. We review every option available and evaluated them based on the original criteria of avoiding as much as possible EFU land, impacting the least number of people possible, the least amount of impact on wetlands, streams, creeks etc. The least amount of impact on wildlife overall. The original criteria was to keep the transmission line within or adjacent to existing transmission lines and within the existing energy corridor along I-84. The original proposal by Idaho Power Co's Eastern Route did a pretty good job of this with the exception of impacting Keating and Medical Springs. After objectives from people in those communities, I along with a number of other people adjusted this route to the west crossing Virtue Flats and crossing Hwy 86 between the Oregon Trail Interpretive Center and the Powder River Gun Club. This route fairly well followed the existing corridor, protected the view of the Interpretive Center, avoided the Baker City airport, went through very little EFU, if any, avoided the towns of Keating and Medical Springs, impacted the least amount of people possible in Baker County. This route offered the best or most access for public safety as roads and other development of the existing transmission lines and the off road recreation area offered access for fire protection.
10	<ul style="list-style-type: none"> Yes. Naturally, I would prefer the line stay out of Baker Valley, but if it must come through here, I propose a route to swing east somewhere between North Powder and BA18 on map - - staying well west of Medical Springs and Keating or east - (Maybe about where the 230 KV line now exists. It's hard to tell on your maps with no distinctive roads, topographic features, etc.) Cross extreme northern end of Virtue Flat from West to East, behind hills from views of Interpretive Center, then drop south to come back into near Pleasant Valley, perhaps somewhere near an existing 138 KV line. I've walked from the freeway I84 side to the north end of Virtue Flat with no problem so I know IP could punch a line through there and with very few more miles, if any. I have enclosed one of your maps with generally proposed route in yellow and green. From your lek overlay maps, it appears there are several unoccupied leks or edges of buffer zones, you surely can negotiate through. Thank you for the obvious thought you have put into all this, but please consider getting a route that will not mar the significantly historic pristine, raw landscape where it takes so little imagination to visualize wagon trains of weary pioneers crossing this authentic route.

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11	<ul style="list-style-type: none"> • Route C-3 around Baker (to the west of I-84) • The only reason C-3 isn't a good route is because it goes across Baker County commissioner(s) property!
12	<ul style="list-style-type: none"> • See comments on alternate route. • We need to meet on a tri-county (or more) level and work together to find a route that does not punish the least vocal or least powerful. Dividing the counties is not helpful as everyone wants to push it into a different backyard. • Please also include all verbal comments I made at the 3 March and 16 March meetings.
13	<ul style="list-style-type: none"> • The route alternative C6 with some adjustments especially in the Dale-Ukiah area should be reconsidered. I realize that routes that travel through extensive areas of national forest may require some creative mitigation but this transmission line is to benefit the general public. Therefore the line should be placed across public lands wherever possible. Also splitting the lines of transmission rather than grouping them together protects the power sources from the dangers of natural disasters and terrorist activities. A line supported by all or most of the counties will leave a better feeling among the population which would provide a greater freedom for future development of transmission

# of comment sheet	1.) What are your LIKES concerning the CENTRAL alternative route?	2.) What are your DISLIKES concerning the CENTRAL alternative route?
1	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> The least desirable of the 3 alternatives. Same reasons as eastern route, except it impacts – hurts more property owners and the viewshed of the Elkhorn Mountains, much of the central area is very wet irrigated farmland. This farmland joins forestland to the west. It would destroy the viewshed of the Elkhorn’s
2	<ul style="list-style-type: none"> 2nd in desirability to western – more direct and in less conflicts than eastern 	
3		<ul style="list-style-type: none"> Central route is simply off the option list. Too highly populated. View shed of Elkhorn will be devastated.
4		<ul style="list-style-type: none"> We need to consider private land as if it is “prohibited by management plans or law.”
5	<ul style="list-style-type: none"> It would be better than the eastern route! 	
6	<ul style="list-style-type: none"> I still favor the western route. 	
7	<ul style="list-style-type: none"> It is not the eastern route therefore favored. 	
8	<ul style="list-style-type: none"> See attached. In favor of the western route. 	
9		<ul style="list-style-type: none"> This route extensively disrupts the pristine viewscape of the Elkhorn Mountain range.
10	<ul style="list-style-type: none"> Honestly besides the fact it would keep the line out of sage grouse lek habitat there is nothing else. 	<ul style="list-style-type: none"> It would ruin the view shed of the Elkhorn Mtns & far more people & properties would be negatively impacted by the line.

# of comment sheet	1.) What are your LIKES concerning the CENTRAL alternative route?	2.) What are your DISLIKES concerning the CENTRAL alternative route?
		<ul style="list-style-type: none"> • More tourists & locals recreate in the Elkhorns than East of I84 – negative view. • Property values would greatly decrease – less income for the county. People would have a hard time selling homes. Many families will move if the power line is placed close or on their property. Baker less attractive place to live – loss of revenue. We would definitely move & so would our neighbors. • Increased potential for lawsuits against Idaho Power. People on the west side of the valley aren't organized yet but if you push the Central Route-they will organize- a larger group than you've encountered before. • It will change the entire character of the Baker Valley. More people would be impacted by the ill effects of living in close proximity of the power line. You say there aren't negative physical and mental impacts but there is plenty of literature that says it is. Would all Idaho Power employees choose to live in close proximity to a line this size? Would you want your mother, daughter, loved ones in constant proximity to one? You need to improve your technology before asking people to sacrifice for your line- • Property values are higher at the base of the Elkhorns

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		<p>and more agricultural use & irrigated land would be negatively impacted.</p> <ul style="list-style-type: none"> • <u>Please</u> do not develop the Central Route
11		<ul style="list-style-type: none"> • The central alternative route, at the base of the Elkhorn Mountains, would adversely impact more people and properties than the other alternatives. This area is one of the more densely populated areas of Baker Co. outside of municipalities. Land use laws in Oregon allowed smaller acreages for home building all along the base of the Elkhorn Range, exactly where it appears this alternative is proposed. Of those alternatives this route would impact negatively the largest number of people and adversely effect property values. • This route is located in an area of Baker Valley that is visible from Pocahontas Rd, Highway 30 & I-84. As one looks west, the most outstanding visible feature is the Elkhorn Range. This route would adversely affect this outstanding vista as well as those who recreate in the Elkhorn Mtns. • This route would create a whole new utility corridor where none exists presently. It does not utilize existing utility or transportation corridors. I understand this was one of your criteria for a route. • The central route would adversely impact elk feeding

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		<p>stations and a wildlife refuge located the base of the elk horns.</p> <ul style="list-style-type: none"> • The central alternative route would cross-streams that harbor endangered bull trout. • As noted in your materials, the central route would encounter steep terrain and be more difficult to build. Accessibility might be a problem costing more to build and importantly to operate and maintain. • Lands along this route are more valuable based on homes and views to the east. It would cost Idaho Power more to purchase easements, like more properties to deal with and owing to homesteads Idaho Power would have to pay more for diminished property values.
12	<ul style="list-style-type: none"> • Gets it away from Virtue Flat 	<ul style="list-style-type: none"> • Impractical to build and maintain. • Too many homesteads in the area.
13		<ul style="list-style-type: none"> • Runs through critical mule deer and elk winter range and blocks primary bird migration route.
14	<ul style="list-style-type: none"> • Nothing 	<ul style="list-style-type: none"> • This is essentially the original route proposal, with minor modifications. • All the original objections remain. • We wouldn't be going through this process if the original route has been acceptable.
15		<ul style="list-style-type: none"> • Impacts either EFU or forestlands. • Crosses a number of important watersheds

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		<ol style="list-style-type: none"> 1. Baker City watersheds between Salmon Creek and Marble Creek then to Pine Creek, Goodrich Creek, and Mill Creek. <ul style="list-style-type: none"> • This is federally identified as a wild land urban interface area (WUI) with over 3000 residents with very little paths of - - - for fire. Public safety would be impossible to ensure and an event like the Oregon Trail fire in Boise City or worse would be likely or far worse with limited access and resources to fight such a fire.
16	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Crosses over too many inhabited properties, as well as too close to Oregon Trail Interpretive Center.
17	<ul style="list-style-type: none"> • If there has to be a route, this is the best one if it can be built above the housing developments ion the west side of Baker Valley. I do not agree with others who think the towers will show up more in the trees. The right-a-way tree cutting and the towers themselves should be all but invisible with the backdrop of trees that are left. • This route also has a good mix of public and private land. 	
18	<ul style="list-style-type: none"> • Keeps the new line off of wildlife habitat. 	
19	<ul style="list-style-type: none"> • None 	<ol style="list-style-type: none"> 1. Too close to residential homes. 2. Destroys view sheds on W. side of valley. Already have

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		eyesore in center of valley.
20		<ul style="list-style-type: none"> • This process shows little or no regard towards landowners. Going through any western state and virtually keeping it all on private ground is more than somewhat curious. Load centers should have more skin in the game.
21	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Same as Eastern Rt. • Disrupt to much area with towers and the Oregon Trail.
22		<ul style="list-style-type: none"> • This line is almost unbuildable and should have never been proposed.

# of comment sheet	1.) What are your LIKES concerning the WESTERN alternative route?	2.) What are your DISLIKES concerning the WESTERN alternative route?
1	<ul style="list-style-type: none"> • The best alternative: <ol style="list-style-type: none"> 1.) Affects fewer property owners in the corridor of the power line 2.) The line runs North and South through John Day Valley and there has less visual impact along the corridor 3.) Will not affect the tourism trade as much as the eastern or central area 4.) The line will not be a constant eyesore to as many of the public 	<ul style="list-style-type: none"> • None
2	<ul style="list-style-type: none"> • This route is most logical and avoids the majority of “people” conflicts. Also it focuses on Federal land more than others. 	
3		<ul style="list-style-type: none"> • This route seems to have too many issues to be feasible
4	<ul style="list-style-type: none"> • Western route has the less impact on people • Crosses less private lands that needs to be treated with special status • Impacts less EFU land • Less line to build and look at 	
5	<ul style="list-style-type: none"> • It would not be in Baker County, which is a scenic view shed—the people of Baker County depend upon the beautiful and historic value of Baker County to be sustainable. • The Western Route has the least impact on people. It 	

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	<p>crosses less private lands, which in our opinion need to be treated as “Special Status”.</p> <ul style="list-style-type: none"> • It is the shortest distance of the three routes, less line to build and less area for the public to look at. There are many less people along that route, whereas in Baker County, thousands travel the interstate each day. • It impacts less “Exclusive Farm Use” land. • It crosses less private land and crosses more public land. • It crosses minimal irrigated cropland. 	
6	<ul style="list-style-type: none"> • The western route has the least impact on people. • It crosses less private lands, which in our opinion need to be treated as “special status”. • It is the shortest distance of the three routes, less line to build and less area for the public to look at. There are many less people along that route, whereas in Baker County, thousands travel the interstate each day. • It impacts less “Exclusive Farm Use” land. • It crosses less private land and crosses more public land. • It crosses minimal irrigated cropland. • Lastly, it would not be in Baker County, which is a scenic view shed – the people of Baker County depend up on the beautiful and historic value of Baker County to be sustainable. 	
7	<ul style="list-style-type: none"> • It covers federal lands in a more higher percentage than the eastern route, which to the private sector seems more fair (unless one owns land along this route – of which 	

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	<p><u>there is nothing to gain</u>).</p> <ul style="list-style-type: none"> • It <u>crosses</u> the John Day Valley opposed to running it's length. • This is the shortest route. 	
8	<ul style="list-style-type: none"> • The western route has the least impact on people. • It crosses less private lands, which in our opinion need to be treated as "special status". • It is the shortest distance of the three routes, less line to build and less area for the public to look at. There are many less people along that route, whereas in Baker County, thousands travel the interstate each day. • It impacts less "Exclusive Farm Use" land. • It crosses less private land and crosses more public land. • It crosses minimal irrigated cropland. • Lastly, it would not be in Baker County, which is a scenic view shed – the people of Baker County depend up on the beautiful and historic value of Baker County to be sustainable. 	
9		<ul style="list-style-type: none"> • This route widely invades uninhabited wildlands where environmental and viewscape resources would be greatly impacted.
10	<ul style="list-style-type: none"> • Appears that would impact less people. 	
11	<ul style="list-style-type: none"> • Keeps it out of Baker County 	<ul style="list-style-type: none"> • Disrupts many scenic areas.
12	<ul style="list-style-type: none"> • Much less intrusive on <ul style="list-style-type: none"> ○ People ○ Land 	

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	<ul style="list-style-type: none"> ○ Wildlife 	
13	<ul style="list-style-type: none"> • Avoids Union and Baker counties. • Significantly less view shed impact. • Significantly less negative impact on numbers of people. • Reduces threat of Northeast Oregon industrialization. • Less potential for long-term negative impact on wildlife. • Grant County may welcome economic benefits. • Won't destroy Union, Baker, and Wallowa tourism. 	<ul style="list-style-type: none"> • None
14	<ul style="list-style-type: none"> • The western route is a good option as it impacts very few people with the exception of John Day Oregon. 	<ul style="list-style-type: none"> • The 44 miles of U.S. Forest land will likely be very difficult to permit with the forest service.
15	<ul style="list-style-type: none"> • Absolutely none. 	<ul style="list-style-type: none"> • Just too heavily inhabited.
16		<ul style="list-style-type: none"> • I dislike the Western route because it crosses the John Day Valley. Those towers would visually overpower everything else in that pristine narrow valley (Baker Valley is not pristine.) Then the line travels close to Monument Valley and will visually overpower there also – nothing to hide those towers. • I think this route will alert environmentalists because of all the “special streams” it crosses and its proximity to the fossil beds.
17		<ul style="list-style-type: none"> • New clear-cut strips through Malheur Forest.
18	<ul style="list-style-type: none"> • Direct <p>Would consider if:</p>	<ul style="list-style-type: none"> • Too much of line goes through John Day Valley.

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	1. Change route to GR3 -> GR4 -> HA1 -> HA2 -> MA6	
19		<ul style="list-style-type: none"> • This process shows little to no regard towards landowners. Going through any western state and virtually keeping it all on private ground is more than somewhat curious. Load centers should have more skin in the game.
20	<ul style="list-style-type: none"> • Least disruptive and goes through areas where a minimum of population 	<ul style="list-style-type: none"> • None
21		<ul style="list-style-type: none"> • It goes through too much private ownership. • It would be highly visible through the heart of Grant County.

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1	<ul style="list-style-type: none"> • None! 	<ul style="list-style-type: none"> • Impacts the beauty and viewshed of the Baker Valley, the Eagle Cap Mountain Range • Impacts/detracts from the tourism industry of Baker and Union Counties • Hurts wildlife habitat-primarily Sage Grouse • Reduces adjacent property values of many Baker and Union County residents.
2		<ul style="list-style-type: none"> • Complicated, conflicts with many valid interests
3	<ul style="list-style-type: none"> • See comment sheet #1 • BA4-BA18-BA10 	
4		<ul style="list-style-type: none"> • It's the longest (overlaps I-84). We have too many lines in designated corridor. • Crosses more private lands and its looked at by more people. • Private lands need to be treated like special status. • You can see the line from the Oregon Interpretive Center and the town of Baker City, OR. • In Malheur County and Baker County the line will affect our Sage Grouse. • I think we have all the existing corridors used up. If we put in more corridors it will affect all our land use plans.
5		<ul style="list-style-type: none"> • The families of Baker County are fighting to protect their farms and ranches against the intrusion of Idaho Power's 500kV transmission line. It's not only about the view shed, the possible health affects, but

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		<p>also wildlife habitat...specifically the Sage Grouse (in the Eastern Route). Our ranch recently completed a Sage Grouse project spending thousands of dollars to protect and improve their habitat. If the line runs through Virtue Flat, it will devastate and undo any good that's been done for the Sage Grouse population. A note: our ranch is directly south of Virtue Flat, so the Eastern Route would absolutely affect the Sage Grouse populations. After talking to the Oregon Department of Fish and Wildlife last week, they too are against any power line in the Virtue Flat area for these reasons.</p> <ul style="list-style-type: none"> • The Eastern Route is the longest, and would overlap I-84 where thousands travel each day. It would impact the view shed, one of several things Baker County depends upon for their sustainability. • It would be viewable from the Oregon Trail Interpretive Center, and it would run across the old, historic Oregon Trail (probably in many places). • It crosses too much private land.
6		<ul style="list-style-type: none"> • It's not only about the view shed, the possible health effects also wildlife habitat...specifically the Sage Grouse (in the Eastern Route). • If the line runs through Virtue Flat, it will devastate and undo any good that's been done for the Sage Grouse population. • The eastern route would absolutely affect the Sage Grouse populations. • The eastern route is the longest, and would overlap I-84 where thousands travel each day. • It would impact the view shed, one of several things Baker County

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		<p>depends upon for their sustainability.</p> <ul style="list-style-type: none"> • It would be viewable from the Oregon Trail Interpretive Center, and it would run across the old, historic Oregon Trail (probably in many places). • It crosses too much private land.
7		<ul style="list-style-type: none"> • I live in the eastern route. • This route is the longest route (this certainly makes this choice the least desirable). • This route covers more private lands than the alternate proposed western route is the power company going to pay the land owners an annual fee for the fact that even being within sight of the line ruins the aesthetic value, depreciating land values? • The noble movement to improve Sage Grouse habitat...these efforts get shot down with the introduction of power lines in these areas. • Baker County is home to the Oregon Trail Interpretive Center, placed specifically in view of historical ruts made by wagon trains coming to Oregon. It gives visitors the sense of our rangeland's isolation and challenges. A power line running in the area <u>ruins</u> the aesthetics I assure you. • Running the <u>length</u> of any valley should be avoided.
8		<ul style="list-style-type: none"> • It's not only about the view shed, the possible health affects, but also wildlife habitat...specifically the Sage Grouse (in the Eastern Route). Our ranch recently completed a Sage Grouse project spending thousands of dollars to protect and improve their habitat. If the line runs through Virtue Flat, it will devastate and undo any good that's

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		<p>been done for the Sage Grouse population. A note: our ranch is directly south of Virtue Flat, so the Eastern Route would absolutely affect the Sage Grouse populations. After talking to the Oregon Department of Fish and Wildlife last week, they too are against any power line in the Virtue Flat area for these reasons.</p> <ul style="list-style-type: none"> • The Eastern Route is the longest, and would overlap I-84 where thousands travel each day. It would impact the view shed, one of several things Baker County depends upon for their sustainability. • It would be viewable from the Oregon Trail Interpretive Center, and it would run across the old, historic Oregon Trail (probably in many places). • It crosses too much private land.
9	<ul style="list-style-type: none"> • This route overlays with human occupation and infrastructure to the greatest extent and this is as it should be. • The eastern route appears to be the most appropriate. 	<ul style="list-style-type: none"> • The interruptions into many good people's lives. • The great challenge is to balance between further disruption of contiguous wildlands and minimizing the human costs. • I stand prepared to contribute to that end.
10	<ul style="list-style-type: none"> • Follows existing utility and transportation corridors 	
11	<ul style="list-style-type: none"> • Sticking to your preferred route around east side of Interpretive Center. Line is more disguised in hills and more obtrusive on flats. 	<ul style="list-style-type: none"> • Having power line go through the most heavily populated portions of Baker Co. • I am opposed to Alt. #2 because of its proximity to my property and my home on the east end of Virtue Flat. I spent years looking for openness, view, lack of man made structures, and such a natural

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		<p>setting as I have at Virtue Flat. I actually declined purchasing another property because of power lines in the area. I wanted this property strongly enough to pay more than the asking price and had to get very creative to come up with the funding. We now have several hundred thousand dollars invested and don't want our view destroyed by power lines. We also have eagles and pronghorn antelope, in addition of course to sage grouse, populating Virtue Flat especially on the west end and believe they will be negatively impacted by power lines.</p>
12		<ul style="list-style-type: none"> • Near my home! I have lived off the grid on Virtue Flat for near 20 years as not to be around power lines. It is heart sickening to think – here they come and more will follow eventually. We live on a small 80-acre, the Oregon Trail run diagonal through the land. We live among sage grouse, 5 kinds rabbits, a yet identified frog, badgers, squirrels, weasels, bob cats, coyotes, --, wolf, antelope, deer, elk, golden eagle, bald eagle, red tail, haroks, chucker, partridge, - - -, and more over peace and quiet in spirit, and in vista. We have strived to protect Indian sites and encampments (yet disclosed) around us. We grow organic farm produce 100% natural. Do the proposed lines affect some of these we don't know – it will deeply affect others and the way we live. The value of our life and our land. The impact is not small. • East side of I. Cent – 500 is next to my house. • 500KV west of Interp. we get 230v by my house. • Please see attached.
13		<ul style="list-style-type: none"> • Runs through my property, where my brother is buried, and where I

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		intend to be buried.
14	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Like the Central route, this is essentially only a slightly modified original route. • All of the original objections still pertain. • If the original route had been acceptable, we wouldn't be doing this.
15	<ul style="list-style-type: none"> • Follows existing transmission lines, following existing energy corridor on I-84. • Impacts little EFU land • Provides easier access for fire protection with existing roads, which provide some natural barriers. • Little impact on wildlife, misses most all sage grouse leks. • Avoids most watersheds except Burnt River and Powder River, but limit them to few crossings. • Avoids population and view sheds. 	
16	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Just too close to Interpretive Center and Rifle Range – makes good target practice.
17*	<ul style="list-style-type: none"> • Eastern Route OK. 	
18		<ul style="list-style-type: none"> • The eastern route is the longest, and would overlap I-84 where thousands travel each day. It would impact the view shed, one of several things Baker County depends up on for their sustainability. • It would be viewable from the Oregon Trail Interpretive Center, and

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		<p>it would run across the old, historic Oregon Trail (probably in many places) along Virtue Flat.</p> <ul style="list-style-type: none"> • It crosses too much private land. • It would not only affect the scenic beauty of Baker County, but also wildlife habitat...specifically the Sage Grouse (in the eastern route). A ranch in the Virtue Flat area, recently completed a Sage Grouse project spending thousands of dollars to protect and improve their habitat. If the line runs through Virtue Flat, it will devastate and undo any good that's been done for the Sage Grouse populations... so the eastern route would absolutely affect the Sage Grouse populations. We hear the ODF&W does not want it across Virtue Flat, for these very reasons.
19		<ul style="list-style-type: none"> • I dislike the Eastern route because it is too close (in) to Sage Grouse habitat. The Dept of Interior has not put Sage Grouse on the endangered species list but WARNED that they should be protected. This is not the time to rush in and grab all the sage grouse habitat you can get away with! Besides, you might get caught in the middle of the environmentalist's lawsuits over the protection status of sage grouse if you choose this route.
20		<ul style="list-style-type: none"> • Too much flirting with sage grouse leks and habitat. Same for antelope, sage lizard, sage wren, etc... and other sage dwelling wildlife.
21	<ul style="list-style-type: none"> • Follows existing utility corridor. 	<ul style="list-style-type: none"> • Absolutely do NOT agree w/ route East of Interpretive Center. This area is pristine and should remain so. • Do not like:

# of comment sheet	1.) What are your LIKES concerning the Eastern alternative route?	2.) What are your DISLIKES concerning the Eastern alternative route?
		<ul style="list-style-type: none"> ○ BA10 -> BA18 -> BA4 ○ BA9 -> BA18 -> BA4 ● Leks need to be preserved.
22	<ul style="list-style-type: none"> ● Prime farmland in Malheur County seems to have been removed from consideration. 	<ul style="list-style-type: none"> ● This process shows little to no regard towards landowners. Going through any western state and virtually keeping it all on private ground is more than somewhat curious. Load centers should have more skin in the game.
23	<ul style="list-style-type: none"> ● None 	<ul style="list-style-type: none"> ● With the wind farms proposed for Union County this will be disastrous to our County.
24		<ul style="list-style-type: none"> ● Over the past decades of Baker County's economy has seen the loss of the timber industry and mining along with related service businesses. Today tourism and agriculture are the backbone of our economy. The pristine beauty of our county is essential for our survival. So anything which would jeopardize these assets is something the folks of our county would oppose. It's like parking a jet liner in your back yard, and it just doesn't get better with age.

# of comment sheet	1.) Based on the analysis, is there an alternative you support as the proposed route?
1	<ul style="list-style-type: none"> • Western
2	<ul style="list-style-type: none"> • See page 1. BA4-BA18-BA10
3	<ul style="list-style-type: none"> • Western route has the least impact on people. It crosses less private property. (What is ONDA Proposed Wilderness Study Area?) It impacts less EFU and it is less miles of line to look at. • Harney County would like to have the line and they have a line that goes through Wheeler County from Harney County marked on their maps already. • If I had to support a proposed route – it would be the western route.
4	<ul style="list-style-type: none"> • Based upon the analysis, it appears that the Western Route would be the best alternative. It impacts less people, there would be less distance to build, and it crosses less private property. It also impacts “Exclusive Farm Use” area. • We’ve heard from a Commissioner, that Harney County would like to have the line, and they already have a map showing a proposed line from Harney to Wheeler County. The further west you go, the less people are impacted. It would not be a good choice to put it in Baker Valley, where the view shed and historic areas, farm ground, private property, and wildlife habitats would be negatively affected.
5	<ul style="list-style-type: none"> • The further west you go, the less people are impacted. It would not be a good choice to put it in Baker Valley, where the view shed and historic areas, farm ground, private property, and wildlife habitats would be negatively affected. • Again I support the western route.
6	<ul style="list-style-type: none"> • It is hard to support any route but because I live in my beloved Baker City and thoroughly pride myself connected to the Oregon Trail, our beautiful mountains on each side of the rugged rangelands, and knowledge that this is a destination for these seeking the great outdoors, I therefore propose the western route.
7	<ul style="list-style-type: none"> • Based upon the analysis, it appears that the Western Route would be the best alternative. It impacts less people, there would be less distance to build, and it crosses less private property. It also impacts “Exclusive Farm Use” area. It won’t disturb the Sage Grouse Leks of Baker County, specifically the Virtue Flat Area or the historic, scenic, and farm values of the county.

# of comment sheet	1.) Based on the analysis, is there an alternative you support as the proposed route?
8	<ul style="list-style-type: none"> • Yes – the eastern route is the most appropriate route. It will require very careful consideration section by section – to minimize the negative.
9	<ul style="list-style-type: none"> • If you decide to go through Virtue Flat (Baker Alt. #2) I would appreciate seeing it centered evenly between the 2 homesteads on Virtue Flats. My home is aprox. 1.22 miles East of proposed route and the home on the west end is approx 4 miles west of proposed route. (Alt 2) Moving the line through Virtue Flat apx 1 1/3 miles west would be fairer and less intrusive into my view shed. My preference would be that you not utilize Alt. #2 and stick to your preferred route and work out a settlement with 80 acre homestead on west end of Virtue Flat. • If Alt. #2 is decided on and it is moved west 1-2 miles from its present location (1.22 miles west of my home) that should mitigate loss of value to my property caused by proximity of power lines to my home. • Thanks for listening to my comments and hope you will give them strong consideration. I would like to hear back from you with your comments.
10	<ul style="list-style-type: none"> • Western route
11	<ul style="list-style-type: none"> • The Western Route is the least objectionable of the three.
12	<ul style="list-style-type: none"> • I support the Eastern Route with the line crossing Hwy 86 between the Interpretive Center and Gun Club. This route with proper mitigation offers the least amount of disruption of EFU, wildlife, watersheds, economic impacts, and population and least risk to public safety. Nobody wants something like this in their back yards, but if this transmission line is found to be necessary for overall public, then with proper mitigation for those of us impacted by the line will probably have to live with it. We feel those that benefit from the line can help those who have to live with it. Contributing to public safety and mitigation to the impact to the environment are the most critical factors with the Eastern Route.
13	<ul style="list-style-type: none"> • It makes good sense to impact as few people and their properties as possible. Harney County doesn't seem to object. Has Grant County proposed any alternatives?
14	<ul style="list-style-type: none"> • No! Idaho Power has again subverted the CAP process by resorting to more private dialogs with local Baker Co. commissioners and “hammered” out a deal (apparently) to avoid the commissioner’s own property. • I have been studying the “constraints” given for this power line issue and have not come across any constraint named “influential citizens.”

# of comment sheet	1.) Based on the analysis, is there an alternative you support as the proposed route?
	<ul style="list-style-type: none"> • In view of the threatened lawsuits over Sec. Of Interior’s “non-decision” re sage grouse, it would seem unwise to pursue the Eastern Route.
15	<ul style="list-style-type: none"> • We did not get enough data concerning the reasons certain routes removed. However, the farthest route to the West GR3 to GR 4 East to HA1 – has the least amount of exclusion or high permitting difficulty areas. • It also travels in territory that has an existing 500 kv line – HA1 to MA6 – and representatives of that area (in the south) are not opposed to the line. • GR3 to MA4 is too invasive in the John Day Valley. If GR4 creates problems – some way that is not GR3 and MA4 needs to be found that takes advantage of the Western and Southern route.
16	<ul style="list-style-type: none"> • Western or none. • Oregon does not need any more power until 2030 per the NW power council. Besides we will not benefit anyway.
17	<ul style="list-style-type: none"> • I am meeting with the judges of Grant and Baker counties to make another proposal.

ICL

Dear Mr. Kent McCarthy-Boardman to Hemingway Project
Idaho Power Company
PO Box 70
Boise, Idaho 83707

I appreciate the opportunity to provide comment on the Boardman/Hemingway PowerLine—Central Route. Your initial analysis has concluded that this particular route is “more reasonable” for a variety of reasons. As a homeowner who would be directly impacted by the location of the power line along this route I am concern that your “more reasonable” analysis has omitted some important factors. The following is my summary of those omissions:

- A) Homes and residents adjacent or near the power line would be subjected to high levels of harmful electrical emissions. The location of the power line will reduce the property values along the entire eastern flank of the Elkhorn Mountains.
- B) There are several small but very important bald eagle winter roosts along the east side of the Elkhorn Mountains.
- C) The Oregon Department of Fish and Wildlife operates several important winter feeding site for Rocky Mountain elk and mule deer along the power line location.
- D) The power line would increase the wildland fire potential in an area intermingled with numerous homes.
- E) The power line would be visible from the towns of Baker City, Haines and North Powder, along with the Oregon Trail Interpretive Center.
- F) The power line would be near the Baker City Municipal Watershed.
- G) The power line would be near the Bureau of Land Management administered Hunt Mountain Area of Environmental Conservation Concern.

This power line will have impacts wherever it is placed. A route that follows the existing power lines along Interstate Highway 84 would cause the least impacts. It should be positioned to the east of the Oregon Trail Interpretive Center and hidden between hills as much as possible. The sage grouse leks should also be avoided.

March 15, 2010

Amanda Edge

222

To: McCarthy, Kent
Subject: RE:

From: .
Sent: Tuesday, March 23, 2010 8:41 AM
To: McCarthy, Kent
Subject: .

Good morning Kent, my name is [redacted] I am a La Grande, Oregon resident/Halt Idaho Power member and have been to the meetings regarding the power lines. I have seen the 3 proposed routes and feel the western route is the only viable choice for your company to take. It is the same in distance, wildlife and view sheds are impacted dramatically less, and permitting will be no harder. Please take my input into serious consideration.

Thank You for your time,



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366

DATE: March 22, 2010
TO: Kent McCarthy
FROM:
Baker City, OR
SUBJECT: B to H Transmission Line through Baker County

Thank you for taking time to meet with me at the Sunridge in Baker last week. I enjoyed our visit. Please say hi to Bryan Wewers for me.

Please find attached a summary of my thoughts for the power line coming through Baker. As you mentioned in our meeting, I hope your first choice remains the western route through public ground going through Grant County. If that doesn't work out, the next best alternative in my opinion is going east of the Interpretive Center and avoiding the Baker Valley. I know the residents of this community are adamantly opposed to the power line coming into the valley.

Thank you for your consideration.

3LL

Comment Sheet

Boardman to Hemingway Transmission Line Project

Central Project Advisory Team Meeting

Name:

Address:

1) ***Is there another revised route that you believe is permissible and constructable that should be considered? Why?*** I am in favor of the western route through Grant county if that is possible. If it is not possible due to Forest Service or other constraints, I would be in favor of the Eastern Route and go east of the Interpretive Center in Baker County.

2) ***Likes and dislikes of the Central Route.*** I strongly oppose the Central Route along the Elkhorn Mountains.

3) ***Likes and dislikes of the Western Route.*** I am in favor of the Western Route through Grant county. It is on more public land and avoids a lot of the populated areas.

4) ***Likes and dislikes of Eastern Route.*** The Eastern Route is my 2nd choice. However, I am strongly opposed to the transmission line going through Baker Valley and in front (west) of the Interpretive Center. It would be a tragedy to have the line go through the Valley for a number of reasons including:

- The viewshed
- **The historical** and cultural significance of the Interpretive Center
- The private property it will have to cross
- The proximity to farmsteads and human activity

5) ***Based on the analysis, is there an alternative you support as the proposed route?*** I support the Grant county route if it is feasible. If not, I would support the route through Baker County as long as the transmission line does not go through Baker Valley. I am strongly opposed to the route west of the Interpretive Center (Central PAT West Route). The Central PAT, Central Route that the Baker County Commissioners support would be the best alternative (BA9 to BA18 on the map).

Amanda Edge

To: McCarthy, Kent
Subject: RE: B2H powerline

ucl

Mr. McCarthy, My vote is for the **western route**. Seems to be less impact on many levels. Thank you,



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Amanda Edge

To: McCarthy, Kent
Subject: RE: West is best Boardman to Hemmingway Route

From:
Sent: Wednesday, March 24, 2010 10:05 AM
To: McCarthy, Kent
Subject: West is best Boardman to Hemmingway Route

Idaho Power:

We want our votes counted. After considering the Boardman to Hemmingway route proposals the one we recommend is the West route. We're members of HALT Idaho Power and defacto PAT (project advisory team) members.

Union, Oregon
Member of Friends of Grande Ronde Valley



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Amanda Edge

To: McCarthy, Kent
Subject: RE: Boardman to Hemmingway Route

bcl

From:
Sent: Wednesday, March 24, 2010 10:08 AM
To: McCarthy, Kent
Subject: Boardman to Hemmingway Route

Please use the Western route option for the proposed Boardman to Hemmingway power line route.

Sincerely,

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Amanda Edge

To: McCarthy, Kent
Subject: RE: West Best Boardman to Hemmingway

7 CL

From:
Sent: Wednesday, March 24, 2010 10:21 AM
To: McCarthy, Kent
Subject: West Best Boardman to Hemmingway

I want my vote counted. After consideration of proposal I recommend the West Route
, Member-Friends of the Grande Ronde Valley. Thank you.

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Amanda Edge

To: McCarthy, Kent
Subject: RE: power line routes

8 CL

From:
Sent: Wednesday, March 24, 2010 10:51 AM
To: McCarthy, Kent
Subject: power line routes

Please count my vote. I believe the Western route is the best option for the powerline from Boardman to Hemmingway.

La Grande, OR
Friends of the Grande Ronde Valley



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Amanda Edge

To: McCarthy, Kent
Subject: RE: West Route

9 CL

From:
Sent: Wednesday, March 24, 2010 10:56 AM
To: McCarthy, Kent
Subject: West Route

Subject: West is best Boardman to Hemmingway Route

Idaho Power: I want my vote counted. I am a resident of Union, OR. After considering the Boardman to Hemmingway transmission route poposals the one I recommend is the West route.

Thankyou,

Amanda Edge

To: McCarthy, Kent
Subject: RE: West route only for the powerline

10CL

From:
Sent: Wednesday, March 24, 2010 3:21 PM
To: McCarthy, Kent
Subject: West route only for the powerline

Please count my vote for favoring the west power line; prefer NO power lines in reality but please, none through Union County.



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Amanda Edge

To: McCarthy, Kent
Subject: RE: Boardman to Hemmingway

11CL

From:
Sent: Wednesday, March 24, 2010 1:41 PM
To: McCarthy, Kent
Subject: Boardman to Hemmingway

Subject: West is best Boardman to Hemmingway Route

Idaho Power: I want my vote counted. I am a resident of Union, OR. After considering the Boardman to Hemmingway transmission route poposals the one I recommend is the West route.

Thankyou,



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Amanda Edge

To: McCarthy, Kent
Subject: RE: Boardman to Hemmingway Route - WEST

12CL

From:
Sent: Wednesday, March 24, 2010 12:00 PM
To: McCarthy, Kent
Subject: Boardman to Hemmingway Route - WEST

Please give full consideration to using the West route for the Boardman to Hemmingway transmission line!



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Amanda Edge

To: McCarthy, Kent
Subject: RE: Power line route Eastern Oregon

MCL

From:
Sent: Wednesday, March 24, 2010 11:27 AM
To: McCarthy, Kent
Subject: Power line route Eastern Oregon

Att: Kent McCarthy: March 24, 2010

Re: Boardman to Idaho power line route.

The State Department of Energy held a meeting in Union Oregon about the proposed wind farm in Union County. At that meeting I brought up the subject of your proposed power line going across Union County. Previously when you had an open house here in LaGrande I discussed the route and other issues with your representative.

First, any route must have as little impact on the occupied areas as possible. Second, lands and which are under cultivation should be avoided as much as possible, Third, no matter what route is used it should have as little impact as possible on wildlife, riparian areas and not provide access to areas up to now not available for use by motorized vehicles.

From presently available information, the proposed West route appears to be the most suitable so as to satisfy the criteria listed above.

The reason I brought up this power line project at the Dept of Energy meeting is that as presently proposed, the line will consist of one power carrying line. Since the present line is used to capacity and alternative "green" power projects are proposed in the line "service area" this proposed rout should have two lines so as to be able to accept additional generated power as it come on line. Since a new gas fired power plant is "in the works" for the Boardman area, any new power line must be sized for that plant as well. Thus Two power carryin lines. both of which could be on the same physical line carrying infrastruceture.

Respectfully,

Amanda Edge

To: McCarthy, Kent
Subject: RE: route

15CL

From:
Sent: Wednesday, March 24, 2010 11:17 AM
To: McCarthy, Kent
Subject: route

I believe the western route from Idaho toward Burns and angles northwest to run southwest of Strawberry Mtn. Wilderness then north avoiding the John Day Fossil Beds is the route that should be chosen.
Any route that goes through Union or Baker County is unacceptable.

No virus found in this outgoing message
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<http://www.pctools.com/free-antivirus/>



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Amanda Edge

To: McCarthy, Kent
Subject: RE: Boardman to Hemmingway Route Proposals

WCL

From:
Sent: Wednesday, March 24, 2010 4:02 PM
To: McCarthy, Kent
Subject: Boardman to Hemmingway Route Proposals

Mr. McCarthy,

This is in regard to the three proposed routes for the Boardman to Hemingway powerline. After reviewing the proposed routes I would prefer, and will vote for the Western route.

Thank you for the chance to voice my opinion.

Member of Friends of the Grande Ronde Valley

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Amanda Edge

To: McCarthy, Kent
Subject: RE: Western Route

17CL

From:
Sent: Wednesday, March 24, 2010 4:52 PM
To: McCarthy, Kent
Subject: Western Route

Dear Mr. McCarthy, after consideration of the Boardman to Hemmingway route proposals, my vote is for the western route.

Thank you for taking my vote into account.

, Friends of the Grande Ronde Valley, Union, Or.



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Amanda Edge

To: Rosemary Curtin
Subject: RE: B2H - Comments on Alternative Routes (Due 3/25/10)

1862

From:
Sent: Thursday, March 04, 2010 12:02 PM
To: B2H
Subject: B2H - Comments on Alternative Routes (Due 3/25/10)

We attended the Central Project Advisory Team Meeting #5 on 3/3/10 and are submitting comments on the alternative routes presented at that meeting.

Question #1. Based on the analysis, is there an alternative you support as the proposed route?

We support the Western route because it impacts the fewest number of people, is the shortest route, places the highest percentage of the project on public lands where it belongs, impacts lower quality lands the most, and has nearly the lowest impact on irrigated croplands.

Question #2. What are your likes and dislikes concerning the Eastern alternative route?

We definitely reject "Baker Alt 1" (BA8 to BA4) because of it's high visibility from both the Oregon Trail Interpretive Center and Baker Valley. This route should not be used under any circumstances.

We could support the eastern most route (BA10 to BA18 to BA4) because it has the least amount of impact on people and higher value lands. We also believe that the actual impact of this route on sage grouse leks is minimal to non-existent and believe that ODFW should be required to support any opposition they may have to this route with defensible scientific data, not their "profession judgment."

Question #3. What are your likes and dislikes concerning the Central alternative route?

We strongly oppose this route in it's entirety because it impacts the most people, has a very high negative impact on numerous residential areas, would ruin one of the most scenic areas in Baker Valley, and appears to go thru or very near several elk feeding areas along the face of the Elkhorns. This route should definitely not be used.

Thank you for the opportunity to provide feedback on this crucial issue.

Amanda Edge

To: McCarthy, Kent
Subject: RE: West is Best Boardman to Hemmingway Route

19CL

From:
Sent: Wednesday, March 24, 2010 6:13 PM
To: McCarthy, Kent
Subject: West is Best Boardman to Hemmingway Route

Idaho Power: I want my vote counted. Re: The Boardman to Hemmingway route proposals the one I recommend is the west route.

Member of Friends of the Grande Ronde Valley



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Amanda Edge

To: McCarthy, Kent
Subject: RE: Hemmingway to Boardman Powerline

2002

From:
Sent: Wednesday, March 24, 2010 8:18 PM
To: McCarthy, Kent
Subject: Hemmingway to Boardman Powerline

I'm a resident of Union, Oregon and prefer the westerly route to Boardman which bypasses the scenic Grande Ronde Valley. I'm also a member of the Union County planning commission and the Friends of the Grande Ronde Valley.



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Amanda Edge

To: McCarthy, Kent
Subject: RE: Comment of B2H Route

21CL

From:
Sent: Wednesday, March 24, 2010 12:49 PM
To: McCarthy, Kent

Subject: Comment of B2H Route

Dear Mr. McCarthy,
I am a citizen of Baker County, Oregon and involved with the Move Idaho Power and Friends of the Grande Ronde Valley groups, who are very concerned about the developments planned for the Boardman to Heminway transmission line. I am also the Executive Director of Eastern Oregon Visitors Association, an 11-county tourism marketing organization promoting the visitor experiences of this region. This is an association to which Idaho Power has been a long-standing member.

It is my understanding after reading the 2009 IRP that it seems quite eminent that Idaho Power will construct the B2H line, in spite of significant impacts to heritage viewsheds, the negative economic impacts on the tourism industry and quality of life for the citizens near where the power line will pass. This is unfortunate. However, In reviewing the proposed routes it does appear that the "Western" route will be of less impact.

If we must have the line, please consider my vote for the "Western" route.

Respectfully,

Amanda Edge

To: McCarthy, Kent
Subject: RE: Boardman to Hemmingway Route

22 CL

From:
Sent: Thursday, March 25, 2010 5:58 AM
To: McCarthy, Kent
Subject: Boardman to Hemmingway Route

Idaho Power

PLEASE count my vote!

In concern to the Boardman to Hemmingway route proposals, I recommend the Western Route.



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Amanda Edge

23 CL

To: McCarthy, Kent

Subject: RE: Boardman-Hemmingway powerline

From:

Sent: Thursday, March 25, 2010 12:47 PM

To: McCarthy, Kent

Subject: Boardman-Hemmingway powerline

Mr. McCarthy,

We'd like to have our vote/voice heard on this issue: please consider the western option as the best viable route for the powerline, if you must put one up anywhere at all!

Thank you,

Union, OR



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Amanda Edge

24 CL

To: McCarthy, Kent
Subject: RE: Comments on March 3 Baker City meeting notes

From:
Sent: Thursday, March 25, 2010 1:30 PM
To: McCarthy, Kent
Cc: Kara Veit;
Subject: Comments on March 3 Baker City meeting notes

Hi Kent,

I appreciate the information that was sent to me that was presented at the March 3 meeting. As I previously stated, I could not attend the meeting as I was out of the country for three weeks. I was really looking forward to attending, but because of the delay in having the meeting, I ended up with a conflict.

We live outside of Haines and border one of the ODFW elk stations. The elk are regular visitors to our fields and house.

This transmission line placement is of extreme interest to us. I am sure it is of extreme interest to all people who have been following the issue. I will again review the provided materials for the current time frame for the project. It will be nice to have the preliminary decision so that some people can be at ease and others can form battle lines.

Thanks again.

Amanda Edge

15 CL

To: McCarthy, Kent
Subject: RE: power line route

From:
Sent: Thursday, March 25, 2010 4:03 PM
To: McCarthy, Kent
Subject: power line route

Subject: West is best Boardman to Hemmingway Route

Idaho Power: I want my vote counted. After considering the Boardman to Hemmingway route proposals the one I recommend is the West route. I live in the Grande Ronde Valley and don't want to see our beautiful valley or the Baker Valley marred by huge power lines.

Cove, Oregon

Amanda Edge



To: McCarthy, Kent
Subject: RE: B2H - Web site E-mail

From:
Sent: Thursday, March 25, 2010 4:48 PM
To: McCarthy, Kent; B2H
Cc:
Subject: B2H - Web site E-mail

Dear Sirs,

I respectfully submit this email as citizen public comment on the B2H Project (Boardman to Hemingway Transmission Line Project). I am commenting specifically on the **Central geographic Area within Baker County Oregon**. I am a resident of Baker County.

My comments are as follows:

1. I support the need for additional transmission lines, particularly in view of the ability to access wind power, and better share available power between regions.
2. Having said #1 above, I feel it is very important to place transmission lines in places that minimize environmental, visual, social conflicts and make sense economically to construct and maintain.
3. Attending a recent meeting of the Baker County Citizens Advisory Group and later that evening, Kent McCarthy I became better informed and offer the following specific comments about the 3 alternative routes (East, Central, and West) that are proposed and public comments due by today, March 25, 2010.
4. I find the most recently developed "**Central Route**", along the west side of the Baker Valley an alternative I can not live with for a variety of reasons. Those include the fact that the route traverses the side of the Elkhorn Mountains in a manner that makes it extremely visible throughout the Baker Valley, including I-84, the communities of Baker City, Haines, and North Powder. The view of this portion of the Baker Valley is exceptional and should not be reduced by a transmission line and 250 foot swath of trees cut. Visual values on the US Forest Service portion immediately above and adjacent to the proposed corridor is foreground full retention, meaning it is a significant value and is not intended to be modified in any way. In summary this is the worse possible location to suggest a corridor of any portion of the valley east to west.
5. And there are other negative impacts. Slopes are steep, access is very limited and would require expensive road building, adding an additional eyesore. Risk of significant soil disturbance is high, as is the risk of erosion and negative effect on streams and the watershed as a whole. I trust you are aware some of the streams associated with this area contain bull trout, a listed species. There is also a reasonable likelihood that noxious weeds could be introduced into the area, placing them in position whereby there are few additional roads by which to deal with the spread at this elevation and on steep slopes.
6. Another concern involves the presence of the 100-200 foot transmission line in

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regard to being able to use air resources in stopping a forest fire. This area is a particular priority for structural protection given the unique presence of an area developed for 5 acre parcels (zoned RR5) lending itself to a high density of homes within the lower edge of forest land. It is also the home of Baker City's water (watershed). My background allows me to know that when smoke is in the air, and visibility is poor, the ability to use helicopters with buckets or fixed wing aircraft with retardant will not occur. This is an unacceptable risk. I say that as I live in that development.

7. Other concerns include the cost of timber land that would be occupied, versus sagebrush steppe land of lower value elsewhere in the valley. Also the fragmentation of the area as a winter range for big game, both in the loss of cover, and in the potential for hunters and ORV users to use the corridor and access roads to the corridor. Leading to more animals in the valley, impacting private land hay stacks. And the enforcement of preventing illegal use of the area will be very difficult at best.

8. It should also be noted that bald eagles occupy several winter roosting areas that are in or close to the corridor.

9. I feel the most appropriate corridor that should be considered is the existing right of way through the Baker Valley that I understand Idaho Power has legal right to. While there are issues with this right of way, I would suggest that energy be applied to effective mitigation of those concerns.

I am uncertain how the "Central Route" in this central geographic area came to be, but it does not reflect well on the thought process being utilized by Idaho Power, regardless of the Baker County Citizens Advisory Committee. And the citizens advisory committee seemed as surprised as I was in discovering this late breaking proposal. Said another way, proposing such a route can damage the credibility of Idaho Power in its ability to listen, learn, reason and propose thoughtful alternatives to seeking a transmission corridor through this region of Oregon. In contrast, the good listening and patience Kent McCarthy showed at the Baker Citizens Advisory meeting adds much to the positive image of Idaho Power.

Good luck in your decision.

Respectfully,

Central PAT Meeting #5

March 3, 2010

Appendices

27 CL

Amanda Edge

To: McCarthy, Kent

Subject: RE: West Route for Boardman/Hemmingway Transmission Line

From:

Sent: Thursday, March 25, 2010 5:28 PM

To: McCarthy, Kent

Subject: West Route for Boardman/Hemmingway Transmission Line

West is best Boardman to Hemmingway Route

Idaho Power: I want my vote counted. After considering the Boardman to Hemmingway route proposals the one I recommend is the West route. The acreage my family manages for its natural beauty, Oregon Trail cultural sites, and abundance of wildlife will be damaged by the presence of a new transmission line.

Sincerely,

Member of Friends of Grande Ronde Valley

Amanda Edge

To: Kara Veit
Subject: RE: Test
From:
Sent: Tuesday, March 30, 2010 10:32 AM
To: 'McCarthy, Kent'
Subject: RE: Test

28 CL

I am going to re-type what I sent you first on March 18, and then forwarded again

How did you do with senior management in Harney, Grant, Baker county group meeting for consensus building and discussion of routes?

Have we discussed putting another 250 line through Baker, Union counties, and then a 250 down thru the Harney county route? Does this help at all?

Your governor (Idaho) has given invitations to Oregon businesses to come to Idaho since Oregon voters passed Measure 66 and 67 (which some businesses believe is a detriment and looking for other tax friendly states.) One of those businesses is Nike. I wondered what this did to the data center in Ontario. Also, I wonder what that will do to the "electric" needs in Boise, and Meridian areas. I assume that management has all of this considered in their strategic plan. If not, maybe further discussion needs to occur to re-think the needs of the transmission line in these economic times.

I believe that Idaho Power through you and Rosemary's efforts have been proactive in the public process. I also believe that Idaho Power has a long history in Baker county (1970 – I taught Sunday school at Oxbow then), and for some of the natives, it is hard to let go of ill feelings.

Having said that, I also know that business is business, and you have to make business decisions. I do strongly believe that more discussion needs to happen within Idaho Power, and the cost to this project (and expense of current delay). Is "wheeling" to an area that has suffered under these current economic times (California)? I can't even imagine what IOU's would be worth in California. Also, discussion of turning loose over 19,000 inmates because they cannot figure out a way to keep them incarcerated and in treatment programs. Have all these events been factored into this building of transmission line project?

Certainly, Idaho Power is looking into the future and the upgrade of electric power delivery. You have the golden opportunity to be trend setters in new technology and I believe in the long run, this would be much more profitable to your company (and stock holders).

I have not written my comments yet on the comment sheet. I am still pondering what to say that I have not already said or thought. I am a native, born and raised, and my family was the Sisleys (Durkee) where your line would go through the current owner's property (Sisley Creek). I traveled to La Grande last week, and Tuesday of this week, and I looked again at the wind towers. They are not pretty and ruin North Powder valley beauty. There are few places left that we can leave for our children and future generations. We need to be great stewards of our natural resources. The almighty dollar should not over power our need to succeed in leaving our future generations with more than we have. I really am concerned about destroying farm land and our source of food. I hate to say it, but some folks in the city believe milk comes from Albertson's.

Let me know what you think.

Have a great day.

Note: I am attending a facilitated meeting on Friday, March 26 at Baker city Hall from 10:00 – 5:00 PM with Oregon rural action committee. The facilitator is from Portland with about 20 years experience. This will be an opportunity for Baker City, and Baker County to express views and discussion on life here, including economics, rural living and ideas. You would be more than welcome, and I would bet that the transmission line project is brought up in discussion.