

Grant County PAT #2 Evening Meeting Appendices

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Appendix 1: Invitees and Attendees

Email Notification

From: Amanda Edge
Sent: Friday, November 13, 2009 3:00 PM
Cc: Kent McCarthy; Rosemary Curtin; Kara Veit
Subject: Boardman to Hemingway - Project Advisory Team Meeting #2 materials

Thank you for your continued involvement in the Boardman to Hemingway Transmission Line siting process. The next Grant County Project Advisory Team meeting will be a mapping session for use in the process of identifying potential routes for the transmission line.

The meeting will be held:

Thursday, November 19, 2009

9:00 a.m. - 1:30 p.m.

-OR-

4:00 - 9:00 p.m.

Mt. Vernon Grange Hall

59491 Hwy 26

Mt. Vernon, OR 97865

If you plan to attend this meeting, please RSVP by responding to this email or contacting me via phone at (208) 377-9688.

Attached is the meeting agenda, meeting informational sheet, and the community criteria that was gathered from last week's meeting. There will be an opportunity to comment on the community criteria at the mapping session. We will also send out a summary from last week's meeting early next week. Thank you for your participation in the Community Advisory Process. If you have any questions, please feel free to contact me.

Thank you,

Amanda Edge

RBCI

Boise, ID

amanda@rbc.net

Phone: (208) 377-9688

Fax: (208) 323-1983

Grant County PAT #2 Invitees

Claude Baker	Property owner
Neil Bauer	Property owner
Representative Cliff Bentz	Oregon Representative District 60
Bob Blakeslee	Contractor
Greg Bowman	Property owner
Dennis Bradley	City of Mount Vernon
Commissioner Boyd Britton	Grant County
Ron Burnette	Property owner
Scotta Callister	Blue Mountain Eagle
Margaret Carey	The Nature Conservancy
Mark Cerney	Property owner
Adele Cerney	Property owner
Amy Charette	Watershed Council
Steph Charette	Confederated Tribes of the Warm Springs Reservation of Oregon
Brian Cochran	Confederated Tribes of the Warm Springs Reservation of Oregon
Kristen Coles	Confederated Tribes of the Warm Springs Reservation of Oregon
Jerry Ebeltoft	The Nature Conservancy
Senator Ted Ferrioli	Oregon Senator District 30
Roje Gootee	Rush Creek Ranch
James Hammett	John Day Fossil Beds National Monument
Eva Harris	Property owner
Rich Henslee	Property owner
Ken Holliday	Holliday Ranch
Representative John Huffman	Oregon Representative District 59
Jeffrey Kee	Freshwater Trust
Jason Kehrberg	Grant Soil & Water Conservation

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	District
Jim Kelly	Property owner
Aaron Kilgore	Oregon Natural Desert Association
Wayne Kinney	Senator Ron Wyden La Grande District Office
Rod Kuhn	Property owner
Tim Lillebo	Oregon Wild
Hilary McNary	Grant County Planning Department
Sharon Mogg	Grant County Chamber of Commerce
Dennis Myhrum	Oregon Farm Bureau
Tim Nelson	Property owner
Andrea Officer	City of Seneca
Mayor Bob Quinton	City of John Day
Shaun Robertson	John Day Resource Center
Sarah Russ	Property owner
Vic Shuck	Property owner
Robert Stewart	Property owner
Judge Mark Webb	Grant County
Tom Winters	Property owner

Grant County PAT #2 Evening Meeting Attendees

Neil Bauer	Property owner
Heidi Bigler Cole	
Boyd Britton	Commissioner for Grant County
Ron Burnette	Property owner
Kathy Cameilla	Property owner
Margaret Carey	The Nature Conservancy
Steph Charette	Confederated Tribes of the Warm Springs Reservation
Karen Coulter	Property owner, Blue Mtns Biodiversity Project
Jim Daniels	Property owner
Justin DeJager	Property owner
Jerry Ebeltoft	The Nature Conservancy
Jerry Franke	Business
Steve Gast	Property owner
Roje Gootee	Rush Creek Ranch
Peter Gray	
Dave Hannibal	Property owner
Chloe Hughes	Property owner
Joe Hughes	Property owner
Cheryl Jessup	BME
Willis Kimball	Property owner
Daniel Kehr	Property owner
Maura J. Kehr	Property owner
Rod Kuhn	Property owner
Hilary McNary	Grant County Planning Department
J.C. Olives	Property owner
Roy Peterson	Property owner
Ruth Shuck	
Vic Shuck	

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Robert Steward	Property owner
Robert Steward	Property owner
Dave Traylor	County
Jack Watson	Property owner
Linda Watson	Property owner
Tom Winters	Property owner
Mark Webb	Judge for Grant County

Appendix 2: Meeting Handouts

**Boardman to Hemingway Project
Grant Project Advisory Team Meeting #2
Mapping Workshop**

Thursday, November 19, 2009 • 4 p.m. to 9 p.m.
59491 Hwy 26 • Mt. Vernon, OR 97865

AGENDA


Meeting objective:

- Present the outcomes of the public meetings
- Review and discuss draft community criteria
- Review the regulatory and engineering criteria
- Explain the mapping workshop
- Begin to identify a range of possible routes for the Boardman to Hemingway Transmission Line

4:00 p.m.	Welcome – <i>Kent McCarthy, Idaho Power, CAP Project Leader</i>
4:15 p.m.	Team business and public meeting outcomes – <i>Rosemary Curtin, Facilitator</i> <ul style="list-style-type: none">• Overview• Comments
4:30 p.m.	Review community criteria – <i>Rosemary Curtin</i> <ul style="list-style-type: none">• How criteria were developed• Discussion
5:00 p.m.	Review criteria and how routes will be analyzed – <i>Kent McCarthy</i>
5:30 p.m.	Explanation of mapping workshop – <i>Kent McCarthy</i> <ul style="list-style-type: none">• Workshop format• Confirm times• Next steps
6:00 p.m.	Mapping workshop <ul style="list-style-type: none">• Mapping and technical assistance


Note: Refreshments will be served throughout the day.

www.boardmantohemingway.com



**Boardman to Hemingway
Project Advisory Team**

Grant County
Project Advisory Team Meeting 2
Mapping Session



Agenda

- Meeting objectives
 - Present the outcomes of the public meetings
 - Review and discuss draft community criteria
 - Review the regulatory and engineering criteria
 - Explain the mapping workshop
 - Begin to identify a range of possible routes for the Boardman to Hemingway Transmission Line

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Agenda

Morning Session


- 9:00am Welcome and Introductions
- 9:15am Team Business and Public Meeting Outcomes
- 9:30am Review Community Criteria
- 10:00am Review Criteria and How Routes will be Analyzed
- 10:30am Explanation of Mapping Workshop
- 11:00am Mapping Workshop

Evening Session


- 4:00 pm Welcome and Introductions
- 4:15 pm Team Business and Public Meeting Outcomes
- 4:30 pm Review Community Criteria
- 5:00 pm Review Criteria and How Routes will be Analyzed
- 5:30 pm Explanation of Mapping Workshop
- 6:00 pm Dinner
- 6:30 pm Mapping Workshop



Public Meeting Outcomes



Review Community Criteria



Grant County Community Criteria

Placement Opportunities	Avoidance Areas
<ul style="list-style-type: none"> Existing energy corridors I-84 corridor Direct route between Boardman and Hemingway 	<ul style="list-style-type: none"> Undeveloped areas Wilderness areas Rural areas Roadless areas Riparian areas (strips of land that border creeks, rivers or other bodies of water.) Scenic areas <ul style="list-style-type: none"> The cedar grove The fossil beds View sheds Recreation areas Wildlife habitats <ul style="list-style-type: none"> Big game winter range Sage grouse leks Forest land and old growth Private property Exclusive Farm Use (EFU) land




Review Criteria and How Routes will be Analyzed




Routing Goals

- Development of routes by the PAT is an iterative process that will use community criteria, public input, regulatory criteria, and professional judgment to develop:
 - One proposed route
 - Reasonable range of alternatives



Routing Tools

- Community Criteria – provided in meeting summaries
- Routing Criteria Table – 26 page table
- Regulatory Framework Table – 9 page table
- Summary of Exclusion, Avoidance, and Placement Opportunities



Routing Tools

- Hard Copy Maps
 - Cultural and Visual
 - Land Use
 - Physical and Natural Resources
 - Fish and Wildlife
 - Exclusion Areas
 - General Constraints
 - Topography
- Geographic Information System (GIS) Stations



Data

- Have collected, or in the process of collecting, all data that we are aware of for the project area
- Not all of the planning area has been surveyed or mapped for all of the routing criteria
 - The absence of data on the map does not necessarily equate to the absence of a constraint or opportunity
- Database will continue to be updated as information becomes available
 - Can occur through general agency surveys (e.g., ODFW sage grouse surveys); project-specific surveys; as agencies digitize existing data



Data

- Data are from a variety of sources, have been collected using a variety of scales, varying quality assurance and quality control, varying original purposes and goals, and varying interpretations of the original data set
- We have **not** validated GIS data. We are assuming data are correct unless determined otherwise
- We have data for almost all of the criteria that will be used in mapping
 - Do **not** have private resource lands (e.g., timber), areas of tourism, and rangeland
- If you see errors in the data or know of data that we are missing, please let us know



Route Analysis

- Route development form
 - Necessary that you complete so we can understand purpose of routes
 - Also indicate if there are issues/concerns that are not easily captured by a constraint or opportunity or where we do not have data
- Digitize hardcopy submissions
- Review all routes for “red flag” issues
 - A “red flag” issue could be a route that passes through one or more exclusion areas or is in conflict with regulatory criteria
 - Routes will be brought back to the PAT to explain the issue and/or resource concerns, to determine if the route should be refined to eliminate the “red flag”, or if the route should not be considered further
 - Alternatively, Idaho Power could develop a route that resolves the “red flag” issue and present both routes to the PAT for discussion



Route Analysis

- Route Analysis
 - Route Analysis Worksheet
 - Completed based on community criteria and priorities
 - Used professional judgment for criteria that were not addressed by the PAT
 - Some siting criteria are shown as an opportunity and a constraint (e.g., public land)
 - Did we get it right?
- Assessment of Permitting Feasibility
 - Routes and/or route segments will be categorized as high, moderate, or low probability of being permitted
 - Professional judgment
 - Route analysis will start following each PAT meeting, but will not be able to be completed until after all PATs have completed the first mapping session



Route Analysis

- Report to PAT
 - Summary table that quantifies opportunities and constraints
 - Summary of key advantages and disadvantages
 - Will discuss these with PAT at second mapping meeting
- Timelines
 - The time necessary to complete detailed route analysis is dependent upon the number of routes we receive



Explanation of Mapping Workshop



Mapping Session Objective

- Objective – Begin to identify a range of possible routes for the Boardman to Hemingway Transmission Line


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Mapping Guidelines

- Routes should be buildable in your own mind
 - Buildable
 - Cost
 - Constructable
 - Permittable
- You will be routing a centerline for the transmission line

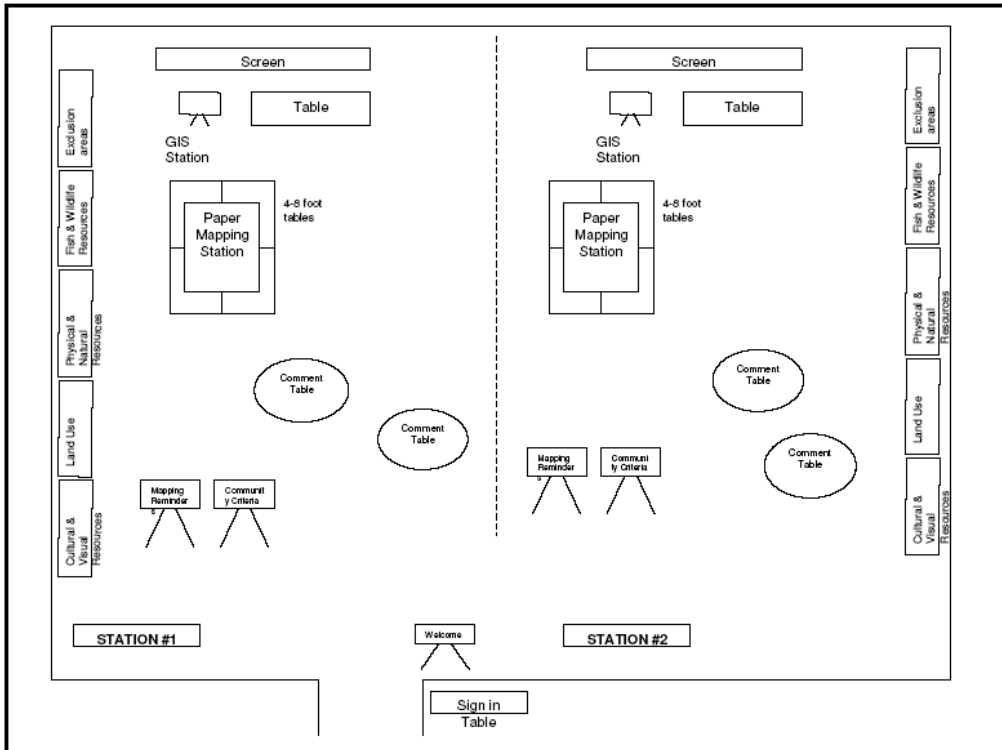
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Mapping Workshop Overview

- Each mapping station will include:
 - A map of the specific project area including general constraints
 - The general constraints include areas of exclusion and areas of concern that have been identified by Project Advisory Team
 - Large reference maps showing:
 - Cultural and Visual Resources
 - Land Use
 - Physical and Natural Resources
 - Fish and Wildlife Resources
 - Exclusion Areas
 - Topography

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Mapping Workshop Overview

- Team members may choose to lay out routes on the paper maps or work with GIS operators to lay out routes at the computer stations
- Idaho Power staff and technical experts from other organizations will be available to answer questions
- Note, Idaho Power staff will simply be there to assist. The analysis of the routes will be done in the weeks following the workshop

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Mapping Workshop Overview

- Documentation – Idaho Power will keep a detailed record of all routes
 - Team members will be asked to provide a written description and comments for the routes they identify. This document will help Idaho Power understand the location and reasoning behind each route
 - A form has been developed for this purpose
 - We would appreciate your permission to contact you concerning your route if we have questions

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Next Steps

- After the mapping session, Idaho Power will analyze each route using the regulatory, engineering and community criteria
- The analysis will be presented at the next set of PAT meetings
- The teams will begin revising and eliminating routes
- Additional mapping sessions may be needed as the teams and Idaho Power work toward the goal of identifying proposed and alternate routes for the transmission line

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Additional Information

- www.boardmantohemingway.com
 - Project information
 - Links to BLM, Oregon Department of Energy, Idaho Power
 - Comment forms

Boardman to Hemingway Transmission Line Project



Project Advisory Team Meeting November 2009 Mapping Workshop

Thank you for your continued involvement in the Boardman to Hemingway Transmission Line siting process. The purpose of this mapping workshop is to begin identifying potential routes for the proposed transmission line. To date the Project Advisory Teams have:

- Reviewed and discussed the purpose and need for the project.
- Documented the criteria that will be important to your community when identifying potential routes.
- Reviewed and discussed regulatory and engineering criteria that must be considered when identifying potential routes.

Two public meetings were held in Grant and Harney counties in October 2009 to share information about the project with local residents and to gather input on the community, regulatory and engineering criteria.

Project Advisory Teams held a meeting in each Grant and Harney counties earlier this month to identify community concerns and issues that should be taken into consideration when siting potential routes for the transmission line.

The second Project Advisory Team meeting will begin with an hour and a half overview meeting followed by a three-hour mapping workshop.

Mapping Workshop Overview

The following tools will be provided to Project Advisory Team members at the mapping workshop:

- **A map of the specific project area.** The map will include general constraints. The general constraints include areas of exclusion and areas of concern that have been identified by Project Advisory Teams during the Community Advisory Process.
- **Large reference maps** showing:
 - Cultural and visual resources
 - Land use
 - Physical and natural resources
 - Fish and wildlife resources
 - Exclusion areas
 - Topography

continued on back

Boardman to Hemingway Transmission Line Project



Mapping Workshop Overview, continued

- **Geographic Information System (GIS)** stations with a computerized database of opportunities and constraints.
- **Community criteria** that each Project Advisory Team has identified as important to their area.

Team members may choose to lay out routes on the paper maps or work with GIS operators to lay out routes at the computer stations. Idaho Power staff, as well as technical experts from other organizations will be available to answer questions. County planners also have been invited to attend. Idaho Power staff will simply be there to assist. The analysis of the routes will be done in the weeks following the workshop.

Documentation

Idaho Power will keep a detailed record of all routes. Team members will be asked to provide a written description and comments for the routes they identify. This documentation will help Idaho Power understand the location and reasoning behind each route.

The Next Step

After the mapping session, Idaho Power will analyze each route using the regulatory, engineering and community criteria. The analysis will be presented at the next set of PAT meetings. The teams then will begin revising and eliminating routes. Additional mapping sessions may be needed as the teams and Idaho Power work toward the goal of identifying proposed and alternate routes for the transmission line.

**Boardman to Hemingway Transmission Line Project
Community Advisory Process Public Meetings
Grant County Summary of Comments**

Idaho Power is committed to partnering with communities from northeast Oregon to southwest Idaho to identify proposed and alternate routes for the proposed transmission line. Idaho Power initiated the Community Advisory Process to engage communities in siting the proposed transmission line.

In October 2009, Idaho Power hosted two public meetings in Grant and Harney counties. The public meetings were held to give the public the opportunity to:

- Learn more about the Boardman to Hemingway Transmission Line Project.
- Review and provide input on criteria for evaluating routes for the proposed transmission line.
- Speak to Idaho Power representatives.

The public meeting in John Day, OR (October 21) had an overall attendance of 76 people.

Attendees were given the opportunity to complete a comment sheet that asked the following questions:

- What are your concerns about siting the Boardman to Hemingway Transmission Line?
- What are your suggestions for siting the transmission line?
- Do you have any questions or comments about the routes proposed by the citizens in eastern Oregon and western Idaho?
- Other comments.

A total of 32 comment sheets were collected. A detailed meeting summary and transcription of all comments will be posted on the project webpage www.boardmantohemingway.com.

The following is an overview of the themes and opinions expressed by the public:

Concerns:

- Preservation of undeveloped, pristine areas
- Adverse effects on the environment
- A transmission line would destroy the scenic beauty of Grant County, resulting in negative affects to:
 - Large areas of wilderness land
 - River areas
 - Scenic byways
 - View sheds

- Loss of private property and adverse effects on property values
- Economic effects
- Siting the transmission line in Grant County is not practical or logical
- Communities in Oregon will not benefit from this transmission line
- Development of roads in inaccessible areas

Suggestions:

- Use existing energy corridors
- Site the transmission line along I-84
- Site the line on public land
- Use of other methods of energy

Other comments included:

- “The line could be a win/win for the county of Grant...if properly sited.”
- “Who represented Grant County in establishment of criteria?”
- “Ritter is a large, full time community of private landowners and ranchers who are concerned about keeping integrity of pristine land areas.”
- “What are the benefits that Grant County receives from having this power line route run through their county?”
- “My suggestion would be to take existing power lines and upgrade the towers to handle the additional load required.”

Community Criteria Overview

The *community criteria* are factors that will be considered when determining a route for the Boardman to Hemingway Transmission Line.

The location of the transmission line will have many effects that are of interest to the local communities. A route that is supported by the public and meets the community, environmental, engineering and regulatory criteria will be preferred.

Background

Project Advisory Teams have been formed in Grant and Harney counties, as well as in the North, Central and South project areas from Boardman, Oregon to Melba, Idaho. The purpose of the Project Advisory Teams is to identify concerns, suggestions and work closely with the public and technical experts to recommend proposed and alternative routes.

The first set of Grant and Harney counties Project Advisory Team meetings were held November 4 (Harney County) and November 5 (Grant County). At these meetings, team members learned about the purpose and need for the project, work to-date, and how the Community Advisory Process will work. The teams identified community concerns and suggestions about the project. The community concerns and suggestions identified by Project Advisory Teams have been developed into *community criteria*.

Project Advisory Teams and technical experts will use these community criteria, along with environmental, engineering and regulatory criteria to help site a proposed route and alternate routes for the transmission line.

Grant County Community Criteria

Definitions

- *Placement Opportunities* – Project Advisory Teams identified areas for the transmission line that would be preferred by the communities.
- *Avoidance Areas* – Project Advisory Teams identified areas that are important to the communities. The communities recommend avoiding these areas when siting a route for the transmission line.

Placement Opportunities	Avoidance Areas
<ul style="list-style-type: none"> • Existing energy corridors • I-84 corridor • Direct route between Boardman and Hemingway 	<ul style="list-style-type: none"> • Undeveloped areas • Wilderness areas • Rural areas • Roadless areas • Designated wild and scenic rivers <ul style="list-style-type: none"> ○ Riparian areas (strips of land that border creeks, rivers or other bodies of water.) • Critical watershed enhancement and restoration areas • Scenic areas <ul style="list-style-type: none"> ○ The cedar grove ○ The fossil beds ○ View sheds • Recreation areas • Wildlife habitats <ul style="list-style-type: none"> ○ Big game winter range ○ Sage grouse leks ○ Threatened and endangered species • Forest land and old growth • Private property • Exclusive Farm Use (EFU) land

Idaho Power Boardman to Hemingway Transmission Line Project – Route Analysis Worksheet for Grant County Project Advisory Team

Constraint/Opportunity	Placement Opportunity	Avoidance Categories			Exclusion
Siting Criteria	Areas that should be considered for transmission line routes because land uses were identified by the Project Advisory Team (indicated by shading) as a high priority for placement, and/ or routes are compatible with the construction, maintenance, and operation of overhead transmission lines.	These areas should be avoided unless there is no reasonable alternative. Mitigation ¹ would be required for federally-managed lands and to meet Oregon Department of Energy Energy Facility Siting Council standards. Also a potential that federal resource plans would need to be amended to allow the project. Assignment to categories based on Project Advisory Team (PAT) community criteria (indicated by shading) and then professional judgment for criteria not addressed by the PAT.			Areas where a transmission line is precluded by statute or regulation (federal, state, local) or as identified by the Project Advisory Team (indicated by shading).
		Avoidance: Low	Avoidance: Moderate	Avoidance: High	
		Very low to low impact. Mitigation, if necessary, would be very easy to implement	Moderate impact that could likely result in significant adverse impact that could require mitigation. Mitigation, if necessary, would range from fairly easy to implement to being costly or require longer time frames.	High to very high impact (duration, magnitude). Very difficult or infeasible to mitigate (due to technology, sensitivity of resource, time frame, or cost of mitigation).	
MAP SERIES: Land Use					
Airport and Controlled Airspace					X
Oregon Fish Hatchery					X
Pipeline	X				
Military Operations Area					X
Naval Weapons System Training Facility					X
Hells Canyon National Recreation Area					X
Starkey Game Management Area					X
Wind Farm				X	
Wild/Scenic River					X
Nature Conservancy Preserve					X
National Wildlife Refuge					X
National Forest Utility Corridor	X				
West-wide Energy Corridor	X				
Vale District BLM Special Recreation Management Area				X	
Vale District BLM Proposed & Existing Utility Corridor	X				
Malheur Resource Area Off Highway Vehicle Closure Area			X		
Idaho County Impact Area			X		
Oregon Urban Growth Boundary			X		
Urban Area					X
Oregon State Park					X
Area of Critical Environmental Concern				X	

Exclusive Farm Use Zone				X	
Irrigated Agriculture			X		
US Forest Service Recreation Site					X
US Forest Service Recreation Area					X
US National Forest Special Interest/Management Area				X	
US Forest Service Roadless Area					X
Bureau of Land Management Wilderness Study Area					X
US Forest Service Wilderness Area					X
Bureau of Land Management (managed lands) ²					
Bureau of Reclamation (managed lands) ²					
Indian Reservation					X
Military (owned lands) ²					
National Park Service (managed lands)					X
Other federal (managed lands) ²					
Private				X	
State (managed lands) ²					
US Fish and Wildlife Service (managed lands)					X
US Forest Service (managed lands)				X	
MAP SERIES: Cultural and Visual					
Oregon Trail Interpretive Center			X		
Cemetery				X	
Historic Site (NRHP)					X
Idaho Historic Trail / Oregon Trail			X		
Intact Oregon Trail Segment				X	
Scenic Byway Route				X	
Bureau of Land Management Visual Resource Management Class I					X
Bureau of Land Management Visual Resource Management Class II				X	
Bureau of Land Management Visual Resource Management Class III			X		
US Forest Service VQO: Maximum Modification	X				
US Forest Service VQO: Modification		X			
US Forest Service VQO: Partial Retention				X	
US Forest Service VQO: Retention					X
US Forest Service VQO: Preservation					X
MAP SERIES: Physical and Natural Resources (Geology, Soils, Vegetation, Water, and Wetlands)					
Fault Line			X		
100-year Floodplain				X	
US Geological Survey Mining Area			X		
National Wetland Inventory Wetland				X	
US Forest Service Old Growth Forest				X	
Forested Land				X	

Oregon Landslide Data					
Fan			X		
Landslide				X	
Talus-Colluvium (landslide related feature)				X	
NRCS Soil Capability Classification - Arable Land Classification					
Class I				X	
Class II			X		
Class III			X		
Class IV		X			
MAP SERIES: Fish and Wildlife					
Special Status Fish Steam				X	
Wildlife Management Area					X
Idaho Pronghorn Antelope Habitat			X		
Idaho Bighorn Sheep Habitat			X		
Idaho Elk and Deer Crucial Winter Range				X	
Oregon Elk Winter Range				X	
Oregon Deer Winter Range				X	
Sage-grouse Lek					X
Sage-grouse Lek 2 mile Buffer					X
Oregon Sage-grouse Occupied Habitat				X	
Idaho Sage-grouse Key Habitat Area				X	
Idaho Sage-grouse Habitat: High Restoration Potential				X	

- Mitigation is a way to reduce the effect of an action. Mitigation is a process that includes avoiding the impact, minimizing the impact, and compensating for remaining unavoidable impacts.
Federal and state agencies have varying mitigation requirements that will be triggered by impacts identified through their permitting and approval processes.
- Siting criteria that are not considered an opportunity, avoidance, or exclusion area.

Meeting Evaluation
Boardman to Hemingway Project
Grant County Project Advisory Team Meeting #2
November 19, 2009

Name: _____

1) What do you feel worked well for this meeting?

2) What do you feel didn't work well for this meeting?

3) Do you have any questions?

4) Please provide your current e-mail, address and phone number.

Name: _____

E-mail: _____

Address: _____

City, State & Zip: _____

Phone Number: _____

Thank you!

Please return this comment sheet at the end of meeting. If you would like to return this comment sheet after the meeting, please mail to:

**Kent McCarthy
Idaho Power Company
P.O. Box 70
Boise, ID 83707**

**Boardman to Hemingway Transmission Line Project
Grant County Project Advisory Team Mapping Session
November 19, 2009**

Route Record Form

Name: _____

Assigned name of route:

What method did you use to map your route?

Hard-copy map GIS computer station

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

Grant PAT #2 Mapping Workshop – Evening Meeting
November 19, 2009 4:00 p.m. – 9:00 p.m.
Mt. Vernon, OR
Route Record Form Transcriptions

Comments were transcribed verbatim from the “Meeting Evaluation” sheets. (---) indicates that a word was illegible.

Comment Sheet Number	Name	Assigned name of route	What method did you use to map your route?	Can we contact you to ask questions for clarification concerning this route? Phone Number	Please describe the specific factors that make your route important. (i.e. locations/resources the route avoids)	Other comments.
1	Steve Gast			Yes (503) 706-9101	<p>The proposed C18 route through Grant County would unfortunately run diagonally through the counties of the upper John Day river. Counties from west to east (or N-S) it would bisect rather than follow natural features mainly trout streams that flows into the John Day river. Even more damaging would be the scenic value of this upper valley that would be lost for the future of this valley which has experienced great economic fallout from the failed timber industry. One, if not the only future economic value is tourism and this would not be the saturation of the county but with a transmission line cutting this way as preposed by C18, this would preclude any serious effort of economic development in this sphere of economic growth. There is an agricultural base here but is changing fast as most young people are not staying for lack of work and a completely changing socio-economic world. If a line is put through this area, the only to mitigate this would a more vertically situated line that would be the least damaging to this future. If anything it should follow the natural drainage and not cut across.</p> <p>Obviously my preferred route would be I-84 because of the development that is already existing and the resources that are available to that area. There are the obvious scenic value of the Elkhorns and the Wallowas but those are better accessed through the many secondary roads in the area, in especially Baker Co. To run this transmission line through what essentially is an untouched by major human endeavors would</p>	

					<p>unnecessarily cut up an area that would be better off left alone.</p> <p>I am not against the transmission line per se, just the C18 route which I believe in the long run would be more difficult economically and socially to bring on line. And yes, I am a land owner who would be affected not to the degree at some in the area, but never the less would have an adverse effect on my land and my neighbors. I sincerely hope that there is some thought of the future of this area after decisions are made and brought to fruition.</p> <p>Thank you, Steve Grast P.O. Box 368 Cascade Locks, OR 97014</p>	
2	Jerry Ebeltoft			<p>Yes (541) 421-3037</p>	<p>The LEK behind the OR Int Center sounds like it is already disrupted by ATV trails and shooting range so maybe that LEK could sustain the disruption.</p> <p>If all you could research the line running on the ground (no under) for part of the visual area that would be great</p> <p>From talking to the Idaho representative it sound like I-84 is a real possibility with some mitigation in the La Grande, Baker City and Ag land in the Ontario area. I think the efforts should go there instead of you all travelling all over this part of the state.</p>	
3	Maura J. Kehr	I-84 Route most preferred		<p>Yes (541) 963-9632</p>	<p>Upgrade existing lines and use clear cut areas already there. Don't want in Grant County as that area is full of beautiful wilderness areas with few roads. Even with explanation given I do not understand why upgrade of existing lines would not work. We live in Union County primarily and wish the present lines could be used and improved. Am concerned with health impact of high voltage lines on humans just as much as animals. Have property on County Rd 3 north of Monument and fear for health impact and secondly property values decreasing, and thirdly aesceteic value decreasing from 130-190' towers every 1200 feet apart. How much power does Grant County use compared to other counties and who really needs this power??</p>	

4	Margaret Carey			Yes (541) 421-3037	<ul style="list-style-type: none"> - Oregon trail Monument: is a monument to westward expansion – establishing a road for us to follow into a future – which includes hwy’s – cities and the power we have developed to live this better life we came here to haus = find away to celebrate these towers within this theme Designing best placement – modify heights where possible? An occasional ground installation? Etc. i.e. Golden Gate Bridge is beauty ain’t it? - Durkee Cement factor: high energy draw! Another reason for it here - Ontario/Treasure Valley Ag area: one of the heavy energy (irrigation) draw areas – regardless of whether they are expanding or not it is still a reasonable siting – it’s not as if they will be punished by paying more for it – they will have it go through them to go to them – as opposed to people who’s property value and standard of life will plummet and who will not benefit by have mega power in their backyards. 	<p>Fire fighting – high tower danger issues 15 ‘ tree height thru miles of forest = \$\$\$ maintenance Weed’s weed’s weed’s – a bigger spendier longer termed expensive proposition than is ever budgeted for! Going thru forested areas – opening up NEW CORRIDORS for future infiltration.</p>
5	Robert Stewart			Yes (541) 932-2702	<p>Big horn sheep habitat has not been included in wildlife resources, for routes S96, S29 and S23. S107 may have cultural Indian areas this area has been designated by Malheur National Forest. In section 22 up by the Grant County Road 63C. If I were to choose a route it would boarder the I-84 corridor but go along the west side of the valley going more on public lands staying off private lands, the original proposal stated that the I-84 route would be 86% on private lands. Move it to the west onto public lands. Routes S96, S29, S23 cross over the Widows Creek Ranch which just installed pivot lines in the fields south of the John Day River. Please invite the Oregon Hunters Assoc. Grant County Chapter and the Grant County Snowballers.</p>	
6	Steph Charette			Yes	→ S9 to C4 (I84)	<ul style="list-style-type: none"> - Concerns on weed control, sedimentation, an removal of herbaceous trees along sensitive 303D listed streams. - Critical andronoumus fish areas within the John Day Basin, where several illions are being spent on restoration.

						<p>There funds are primarily being spent to mitigate for overgrazing and habitat degradation. My fear is that by opening up roads and cutting trees will nullify they restoration efforts.</p> <ul style="list-style-type: none"> - Also complicating the issue is that the Malheur NF currently does not have permission to spray weeds and noxious weeds are a huge concern along roads (great vectors for weeds.) Are you going to hand pull miles of weeds in the Malheur Corridor?
7	Dan Kehr			Yes 541-963-9632	<ul style="list-style-type: none"> - Should use state/federal lands & not private due to devaluation of property - Use I-84 route which has access & not deface & devalue further property – both private and public 	<ul style="list-style-type: none"> - Power/ transmission lines cause health hazards - Dr. David Carpenter – School of Public Health – State University of New York “Likely up to 30% children’s cancers came from exposure to EMF’s” - EPA – “There is reason for concern” - NEG. effects w/fire fighting
8	Chloe Hughes (Please see attached)				<p>I would like to voice my extreme negative feelings about route C-18 and hope you delete it from the potential routes. It has major conflicts with exclusive farm use (irrigated) land, private land, timber mgmt land, scenic corridor National Scenic River (John Day) and the major creeks that flow into the John Day River. (see attached)</p> <p>Every creek band is a cultural resource. Historic & prehistoric sites are abundant. When the BLM does their neap assessment part of that assessment is to survey for cultural resources. I might add that BLM archaeologists deem an area with 10 flakes an archeological site. C-18 does (or will have) conflicts with cultural resources.</p> <p>All of the creek drainages are rugged terrain with 60 to 80% slopes (Birch Creek).</p> <p>C-18 has conflicts with wildlife habitat—specifically elk, deer, ruff grouse, bald eagle, chukar, pronghorn antelope, black bear, great horned owl, red tailed hawk, mt. Lion, porcupine, mt. Cottontail, & native cutthroat trout.</p> <p>C-18 has conflicts with exclusive farm land, ranch land & pasture land, & the health concerns of private landowners. (neurological symptoms, birth</p>	<p>The Idaho Power proposed C-18 route passes through an area rich in human and natural history and would have major negative effects and impact. My four areas of concern are:</p> <ol style="list-style-type: none"> 1. Conflicts with Natural Resources: Conflicts with farming, ranching and pasture lands. Also, in the approximately 14 miles area W and NW of Mt Vernon C-18 crosses the John Day River, 10 perennial creeks (Dry, Birch, Warrens, Belshaw, Cummings, Wiley, Marks, Scotty, Stockdale, and Franks) and 16 intermittent creeks, all within the John Day drainage. Wildlife important to the ecological system includes: Bald Eagle, Ruff Grouse, Chukar, Pronghorn Antelope, Rocky Mt. Elk, Mule Deet, Black Bear, Great Horned Owl, Nighthawk, Western Meadowlark, Red Tailed Hawk, Mountain Lion, Coyote, Porcupine, Mountain Cottontail, Western Diamondback, Crawfish and Native

					<p>defects, leukemia from high voltage transmission lines. C-18 is not a viable construction route due to its steep canyons & rugged terrain no current roads into & through the route, irrigated farmland. C-18 would bring economic hardship to citizens of Grant County.</p> <p>I would like you to use the I-84 corridor for the transmission line</p>	<p>Cutthroat Trout. Many of these species are endangered and/or stressed.</p> <p>2. Conflicts with Cultural Resources: All of the above names creeks and drainages within the John Day River Watershed are high probability for locating historic and prehistoric sites. Aboriginal life was shaped by the John Day River system and occupied by Wasco, Tenino, Tygh Valley Umatilla, Cayuse, Nez Perce and Paiute Tribes. Hunting, root-gathering, salmon fishing typified their ethnographic life-ways. There are possibly hundreds of archaeological sites within the C-18 route. These sites are non-renewable and preservation of these sites is an important factor.</p> <p>3. Community Concerns: Conflicts with Farming, Ranching and Pasture lands of local community. Also, The C-18 route passes through the John Day River Scenic Corridor This is an important source of revenue for Grant County and would be marred and destroyed by the transmission lines. Views of Aldrich Mt would be desecrated. In addition, conflicts with the conservation of the historical values of the numerous archaeological sites on the C-18 route. Further, land values would plummet.</p> <p>4. Construct-ability issues: Tugged terrain with steep canyons would not be a viable construction zone for the right of ways or the transmission towers. Poor accessibility is a major concern. There are no roads going in the direction of the proposed C-18 route. Mitigation involved with the conflicts with farming and ranching lands, watersheds, cultural resources, and wildlife concerns would be extremely expensive.</p> <p>Idaho Power obviously saw the value in the original proposed route via I-84. For over two years, you have involved the</p>
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						BLM in the I-84 corridor (Vale, Oregon BLM) and you have involved the USFS in the I-84 corridor (Wallowa Whitman NF). The agencies and people of the I-84 proposed route have been given two years to comment. Idaho Power deemed the I-84 route to be the best plan and it continues to be the best plan.
9	Brian Cochran	If I had to pick a route at this point – I-84 corridor		Yes 553-2003	I have aquatic resource (& other) concerns regarding: C6, C24, C9, C18, S96, S29, S23, S107 I would prefer you avoid most routes through Grant County, given land use, ESA, & other concerns	
10	Karen Coulter, Blue Mount 27803 Williams Lane Fossil, OR 97830		I don't want any towers crossing this area – Keep it along I-84 in highway corridor	Yes (541) 385-9167	Problems with southwestern (eastern?) route: impacts to wildlife & ecological integrity in the National Forests: Umatilla, Malheur, Wallowa Whitman & for Ochoco: fragmentation of forest, disruption of connectivity for wildlife corridors, toxic chemicals (herbicide) poisoning effects other concerns re: Neotropical sage birds, amphibians, ---; potential impairment of critical Chinook salmon & steelhead trout habitat & of sage grouse habitat & pygmy rabbit habitat – numerous federally & state listed species under the Endangered Species Act. We don't want a power line route through any of these National Forests or anywhere near the John Day River. We are also concerned by tremendous externalized costs to local, already hard-pressed communities. See back (next column) →	We are concerned by: Public health costs – higher rates of leukemia, childhood cancer, birth defects from high lands of electromagnetic radiation, health impacts from herbicides use economic costs – eminent domain – loss of private land value, loss of productivity from forest work, agricultural & ranch lands, lowered tourist revenue from unsightly power lines/ bad aesthetics with no direct or permanent employment locally from this project – we lose & someone else gains energy. Also Concerned re: Oregon's commitment to more power development only for it to be sold/transferred elsewhere – to Oregon, California? How do we meet our state commitment & an increased percentage of renewable energy for climate change slowing with this drain from our renewable energy? Please keep me informed of all meetings, and send me all NEPA documents.
11	Ron Burnette			Yes (541) 421-3122	I don't think we can locate a route in Grant Co that will be feasible from a cost standpoint, while talking in community concerns. Specifically the terrain will not reasonable allow access to the transmission line without infringing upon neighboring land. You can gain an easement of 250', but you will not be able to fully access this easement without crossing and utilizing land outside this easement. This will devalue my whole property while we will negotiate only on that property within the 250'.	From a county standpoint this line has no identified long term benefit while it has numerous longterm adverse effects. Examples timber, recreation, visual,, ranching, fishing.
12	Mark Cerny		Both	Yes 541-542-2633	My suggestion is that you utilize the existing I-84 corridor. After studying the various proposals, it is	Kent, enclosed is my route. I realize it is not a pencil line on a map but a general description

				<p>waterfeed@gmail.com</p>	<p>clear that this will cause the least disturbance possible. It is also the most economic route as well as doing the least damage to the environment. At the last meeting, we were shown the areas of concern to the east of the Oregon Trail Interpretive Center outside of Baker City. The impact to the Sage Hen breeding grounds to the east will be minimal in comparison to the financial, environmental, and aesthetic impact of developing a new corridor through Grant County.</p> <p>By contrast, the alternatives proposed across Grant County would greatly increase the cost of this project, both financially and ecologically. Grant County is ruggedly mountainous and largely undeveloped. Construction of the power line through such terrain would substantially and unnecessarily increase the monetary cost of the power line.</p> <p>Furthermore, Grant County is home to one of the last, vast, unfragmented mountain ecosystems in the western United States. This proposed high-voltage power line would introduce a type of industrial development that is inconsistent with this largely pristine landscape. The three forks of the John Day River system, which traverse much of the county, comprise one of the only remaining undammed, free-flowing river systems in the United States outside of Alaska. Within Grant County, much of this river system is statutorily designated as Wild and Scenic by either the Stat of Oregon or the federal government. The Middle Fork, in particular, is also the site of intensive watershed restoration efforts by a divers group of organizations including the Bonneville Power Administration, The Confederated Tribes of Warm Springs Nation, The Nature Conservancy, the United State Forest Service, the North Fork John Day Watershed Council and may private land owners. These groups are working to partially mitigate the negative impacts that electrical power generation in the Columbia River Dam complex has had upon salmonid fisheries. The construction of a high-voltage power line and the related hundreds of miles of associated access road across the John Day watershed is entirely at odds with this effort to retain a landscape where ecological damage associated</p>	<p>on the area I feel it should be built. My route number is 654. I'll mail the hard copy to you. Idaho Power chose the right person to facilitate these meeting. It has been good to meet you. Please keep me informed as the process continues.</p> <p>Again, thank you for the opportunity for me to be involved in this.</p>
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					with power generation can be partially remedied. I urge Idhao Power to reject the idea of constructing a new high-voltage line in this landscape, and instead select the eastern route that makes use of a previously developed corridor. Thank You.	
13	Vic and Ruth Shuch PO Box 324 Monument OR 97864 541-934-2223					<p>After much careful consideration we find none of the proposed transmission line routes in Grant County acceptable for the following reasons.</p> <p>Grant County is a vast and very diverse area ranging from irrigated meadows to high desert steppes, timbered forests to rare geological formations. It is one of the few undeveloped, pristine areas left in Oregon. A transmission line such as Idaho Power is proposing would be a black oil stain on newly fallen snow. A raw wound that will never heal. No matter how well it is built and maintained there will always be this giant, unnatural formation marching across God's handiwork.</p> <p>In the area where the proposed route C9, C18 and S29/S23 are some of the most fragile soils we have ever seen. If you simply drive and ATV across the hillside the native grass is destroyed, noxious weeds sprout and overtake the entire area. The tracks are left imprinted for years to come in the ground. No matter how careful Idaho Power is, a construction project of this magnitude will be devastating to this area. The erosion into the creeks will be a disaster for soils and the John Day River and all that lives within it. One only has to look at the mouth of Cottonwood Creek (the area S29 goes through) after a heavy rainstorm to see the red soil staining the river for miles. Sunken Mountain, Cathedral Rock, John Day Fossil Beds, Blue Basin-these are only a few of the fragile, beautiful treasures that represent the northwest end of Grant County. It is like handling fine crystal; once it is broken it does not repair-ever. In all of Grant County wildlife is an abundant and wonderful commodity. We understand that after the transmission line is finished the wildlife will adjust to it but the people who</p>

						<p>come to view and hunt will not! Many residents supplement their income by guiding paying customers. Somehow we don't think they will be nearly as eager to come if their experience is overshadowed by a mammoth transmission tower. While the land owner has been paid a token for the easement on his land, will he also be paid for the lost income?</p> <p>Living in Grant County is a choice. We know the hardships but the benefits of living here far outweigh those difficulties. We chose an area that was remote, less populated because of the lifestyle we like. Being outdoors in this beautiful country is a wonderful blessing. Clean air, hard work, wildlife, growing a garden, floating the unspoiled river, being good stewards of the little patch of ground we have, these things are why we chose Grant County. Not a more settled urbanized area. We want to pass that heritage down to our children and grandchildren. If the proposed transmission line is placed in Grant County much of that will be lost. Our property will be devalued, our health put at a great risk, our pristine remote area changed forever. All for the benefit of others! We will benefit nothing! Those who choose to live a more urban life will reap the rewards of the transmission line and we in Grant County will only have more hardship.</p> <p>Please do not consider any of the proposed transmission lines in Grant County as a viable choice. For the land, the wildlife, and the people-we implore you, please, don't put the transmission line in Grant County.</p> <p>Thank you for working with us and giving us the opportunity to share how we feel.</p>
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**Grant PAT #2 Mapping Workshop – Evening Meeting
November 19, 2009 4:00 p.m. – 9:00 p.m.
Mt. Vernon, OR
Community Criteria Comment Form Transcriptions**

Comments were transcribed verbatim from the “Meeting Evaluation” sheets. (---) indicates that a word was illegible.

Number of Comment Sheet	Name	Are there additional criteria that need to be included?	What criteria need to be changed and how?	Other comments.
1	Chloe Hughes	(See attached sheets [Other Comments column]) Your maps are incomplete. None of the archaeological (cultural resource) sites are shown – BLM 7 FS cannot share these with the public. C-18 has many archaeological sites. None are on your maps.	NEPA ground surveys for cultural resources cannot commence until the ground has thawed, so February is not possible for these surveys to begin. Possibly end of May.	<p>The power transmission line needs to go through the I-84 corridor, not Grant County.</p> <p>The Idaho Power proposed C-18 route passes through an area rich in human and natural history and would have major negative effects and impact. My four areas of concern are:</p> <ol style="list-style-type: none"> 5. Conflicts with Natural Resources: Conflicts with farming, ranching and pasture lands. Also, in the approximately 14 miles area W and NW of Mt Vernon C-18 crosses the John Day River, 10 perennial creeks (Dry, Birch, Warrens, Belshaw, Cummings, Wiley, Marks, Scotty, Stockdale, and Franks) and 16 intermittent creeks, all within the John Day drainage. Wildlife important to the ecological system includes: Bald Eagle, Ruff Grouse, Chukar, Pronghorn Antelope, Rocky Mt. Elk, Mule Deet, Black Bear, Great Horned Owl, Nighthawk, Western Meadowlark, Red Tailed Hawk, Mountain Lion, Coyote, Porcupine, Mountain Cottontail, Western Diamondback, Crawfish and Native Cutthroat Trout. Many of these species are endangered and/or stressed. 6. Conflicts with Cultural Resources: All of the above names creeks and drainages within the John Day River Watershed are high probability for locating historic and prehistoric sites. Aboriginal life was shaped by the John Day River system and occupied by Wasco, Tenino, Tygh Valley Umatilla, Cayuse, Nez Perce and Paiute Tribes. Hunting, root-gathering, salmon fishing typified their ethnographic life-ways. There are possibly hundreds of archaeological sites within the C-18 route. These sites are non-renewable and preservation of these sites is an important factor. 7. Community Concerns: Conflicts with Farming, Ranching and Pasture lands of local community. Also, The C-18 route passes through the John Day River Scenic Corridor This is an important source of revenue for Grant County and would be marred and destroyed by the transmission lines. Views of Aldrich Mt would be desecrated. In addition, conflicts with the conservation of the historical values of the numerous archaeological sites on the C-18 route. Further, land values would plummet.

				<p>8. Construct-ability issues: Tugged terrain with steep canyons would not be a viable construction zone for the right of ways or the transmission towers. Poor accessibility is a major concern. There are no roads going in the direction of the proposed C-18 route. Mitigation involved with the conflicts with farming and ranching lands, watersheds, cultural resources, and wildlife concerns would be extremely expensive.</p> <p>Idaho Power obviously saw the value in the original proposed route via I-84. For over two years, you have involved the BLM in the I-84 corridor (Vale, Oregon BLM) and you have involved the USFS in the I-84 corridor (Wallowa Whitman NF). The agencies and people of the I-84 proposed route have been given two years to comment. Idaho Power deemed the I-84 route to be the best plan and it continues to be the best plan.</p>
2	Frank A. Silva, Jane Silva, Steve Silva	We do not want any electric lines across our valley and we'll fight it to the end. Stay up on government property. Obama & Kulongoski like to give everything away so maybe they will give you a right away		
3	Justin DeJager	The following comments pertain to line C-18 as it passes NorthWest across Highway 26 between Mt Vernon and Dayville and heads towards Courtrock (Northside Unit #47 Map). After taking a look with one of the aides on her computer I was able to locate where this line was actually going. In less than 13 miles the line crossed the John Day River, Dry Creek, Birch Creek, Yokum Resvr, Moon Creek, Warrens Creek, Belshaw Creek, two arms of Cummings creek, and numerous other drainages. All of these feed the John Day River, on my creek (Birch Creek), I have caught trout since I was a boy. All of these creeks are fish spawning grounds for the John Day River. Not only does this small little area provide habitat for trout, but in thirty years I have seen deer, elk, antelope, bears, pygmy rabbits, sage grouse, chukar, doves, night hawks, eagles (they nest near Yokum Resvre), red tail hawks, osprey, turkeys, bull snakes, rattle snakes, bull toads, and numerous other wildlife, bed down, eat, live, migrate across my family's 240 acres. I have		

	<p>spent countless hours walking this land and have come to appreciate the beautiful views of the Aldridges and the Strawberry Mountains. When I bring friends to the land they all comment on its pristine beauty and it's "million dollar view." A view of the mountains and the John Day Valley that will be forever destroyed by 140 to 190 foot towers and power lines. I ask you to look at a topo map and study this 13 mile path and look at what sort of terrain you would have to cross. I am not even looking at a map that shows what you are in for before the this section of the John Day River or from Cummings Creek North to Monument but I know from exploring those areas that the terrain is just as tough. From a building standpoint (I am third generation General Contractor in the state of Oregon) I cannot imagine that this route is a cost effective route. Each one of these creek drainages is several hundred feet deep, with steep rock canyon walls, and most of them do not have existing roads, and if they do, they would not be suitable for heavy construction equipment needed to build the line, nor the roads to maintain the line. I would assume that the Oregon Department of Wildlife does not have listings for Sage Grouse Leks, Deer, Elk, and Antelope Migration routes, and other exclusionary items on this land because it is privately held. I also have concerns for all of the lines that travel through Grant County. One, I mentioned above, but I think it bares repeating. We have not had the luxury of being informed through out this whole process, other counties have had years to meet with you, come up with alternative routes, join together as a community to discuss the pros (none that I know of) and cons of having a power line erected in their county. I think if we had been informed from the beginning the opposition at the two meetings on Thursday would have been significantly larger in numbers, more</p>		
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	<p>informed and more articulate in their opposition. Another aspect that needs to be looked at when thinking of lines through Grant county is what effect it would have on the community economically. We are all aware of how poor the economy is across the country, state, and specifically in Grant County. Grant County has one thing left in its pocket as far as money is concerned... its scenic beauty. Grant County has become a destination for fisherman, hunters, rock/fossil hounds, campers, back packers, hikers, kayakers, drift boaters, rafters, sightseers, road trippers etc. Motorcycle clubs (BMW of America spends one week a summer in the Valley, and, thousands of individual riders) camp and ride through out the valley because of its winding/narrow roads (trucking impediment) and its scenic beauty. Another example would be The Solar Energy Fair of the North West has made the John Day Fair Grounds its home base for decades every summer. Having a power line go through the county would adversely effect tourism by destroying its beauty and wreaking havoc on the environment (fish habitat, wildlife migration paths, etc) by building roads, erecting towers, and power lines. To add to the economic strife that this would add is the amount of forest land that would be taken out of production due to the power line. If Idaho Power needs a 250 foot easement right of way, how many acres of private timber lands, BLM, and Maheur National Forest Land would be taken out of production for this line? I believe that Grant County has the highest unemployment in the state, and any line going through the county would take away for ever productive timber land. The power line would also adversely effect farmers, which in turn, would effect ranchers. The John Day River Valley is a major hay and alfalfa producing area for cattle ranchers. The easements, towers and the roads would take thousands of acres out of production,</p>		
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	<p>which once again would effect the economy of Grant County. I can go on forever.... The routes through Grant not only effect the people of those counties negatively but they also will effect Idaho Power negatively when it comes to the bottom line. Baker county has highway 84, and we have a two lane winding road that makes big rig (material delivery) traffic slow and cumbersome. Not only are our roadways narrow and winding but there are multiple mountain passes in both directions. All big rig traffic travels the 84 corridor for a reason and they avoid 18 and 26 for a reason too... I-84 (Baker County) also has a cement batch plant, Grant and Harney Counties do not. What does it cost to place a batch plant in these counties? What does it cost to ship or quarry rock in our county, what about the cost of Portland Cement, where are you going to get water rights on a river that is already stressed in the late summer? How cost effective is it to truck it from I-84 down our roads? I would hope that you have discussed the logistics of shipping materials long distances on these roads with the project manager. Not only do you have to get to Grant County but then you have to navigate the roughest terrain of any county proposed once you leave the paved roads. Mountains, creek drainages, and roadless areas abound in Grant County. I honestly look at your proposed lines and I laugh, and I question whether you have even looked at a topo map of the areas where these lines are drawn. Have you even discussed what it would cost to do these lines from a production level due to the terrain and the delivery of raw materials to such an isolated county. The only place this line makes sense is close to the interstate and close to where existing lines are already located. Not only from a building level but doesn't it also make sense to have the lines in one area. I know legally you cannot have them right next to</p>		
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		<p>one another but it is my understanding that you have a route that is close to another line. Then you do not have to have line crews spread out all across the state and your maintenance costs would be lower due to proximity to the freeway and other lines. I know that you have received hundreds of these letters, but I would hope that this gets added to your file. I am more than willing to print it up and mail it to you or whom ever the appropriate person might be.</p>		
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**Grant PAT #2 Mapping Workshop – Evening Meeting
November 19, 2009 4:00 p.m. – 9:00 p.m.
Mt. Vernon, OR
Meeting Evaluation Transcriptions**

Comments were transcribed verbatim from the “Meeting Evaluation” sheets. (---) indicates that a word was illegible.

Comment Sheet Number	Name	What do you feel worked well for this meeting?	What do you feel didn't work well for this meeting?	Do you have any questions?	Please provide your current e-mail, address and phone number.
1	Steve Gast	There was good give and take – I just wish there could have been more fore warning on the initial meetings. I heard no word and I think that is important for any entity to consider.			
2	Chloe Hughes	You listened (thank you) We were able to provide input Thanks for dinner too!			Chloe Hughes chloe@bendbroadband.com 541-389-7040
3	Jerry Franklin			Which route would be the most cost effective route for Idaho Power? Was Grant County routes in the original proposed map?	Jerry Franklin jerrye@wildblue.net 30923 N River Road Prairie City OR. 97869
4	Justin DeJager	I really appreciated all of your teams efforts in communicating a difficult proposal. I thought you answered all of our questions with straight forward answers. I also appreciated the fact that you provided food and beverages due to the length of the meeting.	I know that this meeting was very preliminary but to not have county by county maps with the proposed power lines at this time is kind of a joke. You made efforts with you mapping on every other aspect as it pertains to the lines except showing where the proposed line would go. It makes people wonder what you are hiding... More importantly it is not informing people what Idaho Power is planning. I spoke with my neighbors and other land owners in the valley, and they all said "it does not look like it effects me so I am not going to go to the meeting", but after I looked at the computer model (which shows in detail where the line might go) I spoke with them	I think the main problem I have with this whole discussion is that you are not making every effort to inform people of Grant County of your plans. I live in Portland and the only way that I found out was my mom read something in the Blue Mountain Eagle and I own land where one of the lines might go through! Steve and Lori Gast, Joe and Pat Hughes, Jim Daniels (and his land partner Jack), Steve Tiktin, Chloe Hughes, The Finley family, and countless other land owners in the Birch Creek and Cummings Creek drainages had no clue that this line was proposed. We never received any mailings, notices, nothing to inform us of what is going on and this is just two little drainages in the John Day Valley that would be affected by 8 miles of line C 18. Not only is Grant County coming into these meetings in the middle of the discussions that have happened in the last two years(my understanding is that lines were proposed in Grant County in October!), but Idaho Power is not making a big enough effort to keep the public informed. I can honestly say that none of us want this line going across our property, or destroying our views of the Aldridge and Strawberry Mountains and that if they had a clue that this line was proposed they would have all been there to fight against this. But since some of us	503 706 2918

			<p>and now they wished they were there. I think to fully disclose your plans you should place detailed sectional (township and range) maps on-line and you should have them available at the meetings to pass out. Plus if the line goes through some ones property they should be the first to have these maps in hard copy form via the mail.</p>	<p>found out days before and some of us do not live full time in Grant County and we have jobs (in this economy taking a day off is very difficult) in other parts of the state and some in other states, Idaho Power is not playing fair. If you really want to have an open book discussion between land owners and Idaho Power, work on getting some detailed maps, go down to the Grant County Assessors office and get every tax paying land owners address, and send out a mailing with maps and detailed descriptions of what you are proposing for each line. We are not informed and the blame for that lays directly in Idaho Powers lap.</p> <p>One other thing... If the other counties have had a couple of years or even a single year to respond to your proposals what is it saying that Grant County just found out in October? Why don't we get two years to do our due diligence? In my opinion Idaho Power is not playing fair, they our trying to place this line where ever they find the path of least resistance. Doesn't it make sense that an uninformed community would be a likely candidate just for that!</p>	
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