

## **Grant County PAT #2 Morning Meeting Appendices**

### **Table of Contents**

<b>Appendix 1: Invitees and Attendees.....</b>	<b>2</b>
<b>Appendix 2: Meeting Handouts.....</b>	<b>7</b>
<b>Appendix 3: Team Input .....</b>	<b>36</b>
<b>Appendix 4: Reference Maps.....</b>	<b>45</b>

## **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](mailto: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 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

Grant County PAT #2  
Morning Meeting  
Appendices

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 Morning Meeting Attendees**

Jim Bay	Property owner
Claude Baker	Property owner
Robert Blakeslee	
Pam Callahan	Resident
Mark Cerney	Landowner Bear Valley
Amy Charette	Confederated Tribes of the Warm Springs Reservation
Steph Charette	Confederated Tribes of the Warm Springs Reservation
Brian Cochran	Confederated Tribes of the Warm Springs Reservation
Kristen Coles	Confederated Tribes of the Warm Springs Reservation
Jerry Cowger	Resident
Sharon Coxen	Property owner
Royce Dotson	Prairie City
Roje Gootee	Rush Creek Ranch
Jim Hammett	USNPS John Day FBNM
Eva Harris	Property owner
Cheryl Jessup	Blue Mountain Eagle
Jim Kennedy	Property owner
Rhonde Kennedy	Property owner
Rod Kuhn	Property owner
Mark Lenaire	Property owner
Tim Lillebo	Oregon Wild
Richard Naumann	
Doc Pope	Property owner
Ken Peterson	Resident
Ace Robbins	Resident
BA Robbins	Resident
Frank A. Silva	Property owner
Carolyn Skiles	Property owner
Shannon Springs	Grant County Planning
Cindy L. Thomas	Property owner
Larry Vote	Resident

## **Appendix 2: Meeting Handouts**

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

Thursday, November 19, 2009 • 9 a.m. to 1:30 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

---

<b>9:00 a.m.</b>	<b>Welcome</b> – <i>Kent McCarthy, Idaho Power, CAP Project Leader</i>
<b>9:15 a.m.</b>	<b>Team business and public meeting outcomes</b> – <i>Rosemary Curtin, Facilitator</i> <ul style="list-style-type: none"><li>• Overview</li><li>• Comments</li></ul>
<b>9:30 a.m.</b>	<b>Review community criteria</b> – <i>Rosemary Curtin</i> <ul style="list-style-type: none"><li>• How criteria were developed</li><li>• Discussion</li></ul>
<b>10:00 a.m.</b>	<b>Review criteria and how routes will be analyzed</b> – <i>Kent McCarthy</i>
<b>10:30 a.m.</b>	<b>Explanation of mapping workshop</b> – <i>Kent McCarthy</i> <ul style="list-style-type: none"><li>• Workshop format</li><li>• Confirm times</li><li>• Next steps</li></ul>
<b>11:00 a.m.</b>	<b>Mapping workshop</b> <ul style="list-style-type: none"><li>• Mapping and technical assistance</li></ul>


---

*Note: Refreshments will be served throughout the day.*



**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


2




## Agenda

Morning Session	Evening Session
9:00am Welcome and Introductions	4:00 pm Welcome and Introductions
9:15am Team Business and Public Meeting Outcomes	4:15 pm Team Business and Public Meeting Outcomes
9:30am Review Community Criteria	4:30 pm Review Community Criteria
10:00am Review Criteria and How Routes will be Analyzed	5:00 pm Review Criteria and How Routes will be Analyzed
10:30am Explanation of Mapping Workshop	5:30 pm Explanation of Mapping Workshop
11:00am Mapping Workshop	6:00 pm Dinner
	6:30 pm Mapping Workshop


3



## Public Meeting Outcomes



## Review Community Criteria



## Grant County Community Criteria

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



## 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


17



## Mapping Guidelines

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

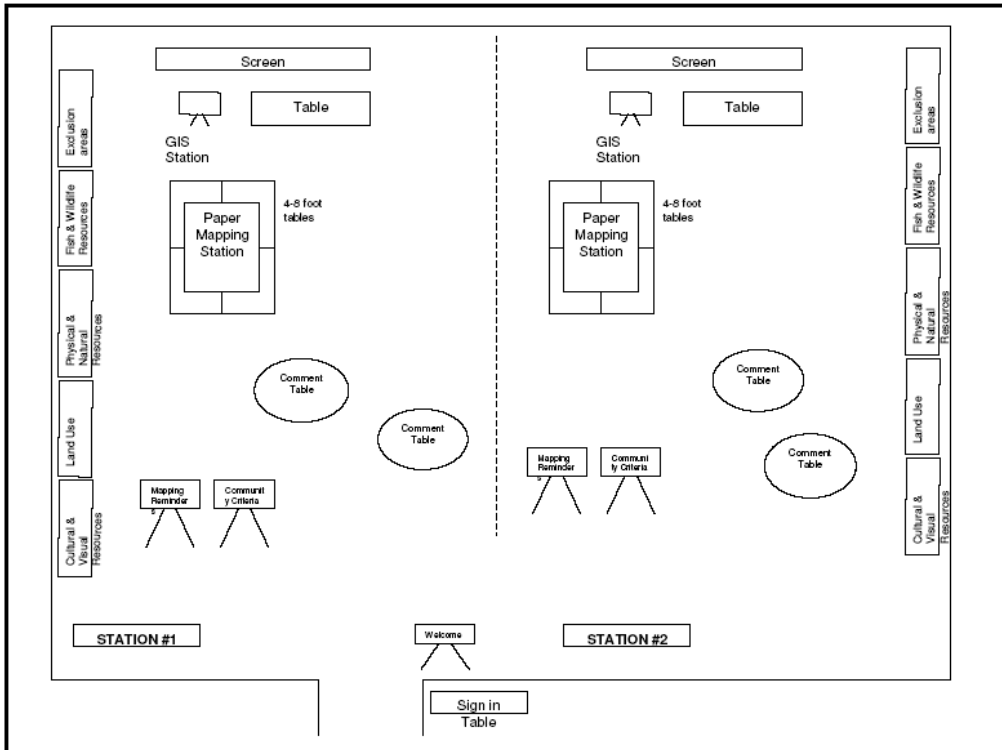
18



## 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

19





## 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

21



## 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

22



## 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

23

## Additional Information

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

**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 <sup>1</sup> 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. <b>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.</b>			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).
		<b>Avoidance: Low</b>	<b>Avoidance: Moderate</b>	<b>Avoidance: High</b>	
		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).	
<b>MAP SERIES: Land Use</b>					
Airport and Controlled Airspace					<b>X</b>
Oregon Fish Hatchery					<b>X</b>
Pipeline	<b>X</b>				
Military Operations Area					<b>X</b>
Naval Weapons System Training Facility					<b>X</b>
Hells Canyon National Recreation Area					<b>X</b>
Starkey Game Management Area					<b>X</b>
Wind Farm				<b>X</b>	
Wild/Scenic River					<b>X</b>
Nature Conservancy Preserve					<b>X</b>
National Wildlife Refuge					<b>X</b>
National Forest Utility Corridor	<b>X</b>				
West-wide Energy Corridor	<b>X</b>				
Vale District BLM Special Recreation Management Area				<b>X</b>	
Vale District BLM Proposed & Existing Utility Corridor	<b>X</b>				
Malheur Resource Area Off Highway Vehicle Closure Area			<b>X</b>		
Idaho County Impact Area			<b>X</b>		
Oregon Urban Growth Boundary			<b>X</b>		
Urban Area					<b>X</b>
Oregon State Park					<b>X</b>
Area of Critical Environmental Concern				<b>X</b>	

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) <sup>2</sup>					
Bureau of Reclamation (managed lands) <sup>2</sup>					
Indian Reservation					X
Military (owned lands) <sup>2</sup>					
National Park Service (managed lands)					X
Other federal (managed lands) <sup>2</sup>					
Private				X	
State (managed lands) <sup>2</sup>					
US Fish and Wildlife Service (managed lands)					X
US Forest Service (managed lands)				X	
<b>MAP SERIES: Cultural and Visual</b>					
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
<b>MAP SERIES: Physical and Natural Resources (Geology, Soils, Vegetation, Water, and Wetlands)</b>					
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			
<b>MAP SERIES: Fish and Wildlife</b>					
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 Session – Morning Meeting**  
**November 19, 2009**  
**Mt. Vernon, OR**  
**Route Record Form Transcriptions**

Comments were transcribed verbatim from the “Route Record Form” 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	Tim Lillebo Oregon Wild			Yes (541) 382-2616	I-84 corridor <ul style="list-style-type: none"> <li>- I-84 corridor – easily accessible for construction and maintenance.</li> <li>- Previously developed lands</li> <li>- Existing developed energy and transportation corridors at morrow</li> <li>- Less expensive than any Grant or Harney county routes</li> <li>- Less impact on salmon, steelhead, state scenic waterway and federal wild and scenic routes</li> <li>- Less impact on wilderness, roadless, old growth and wildlife resources in Grant and Harney and Morrow counties</li> <li>- Less impact to ground thatn in Grant, Harney and Morrow counties</li> <li>- More rugged terrain and public forest habitat in the Grant, Harney, Morrow counties routes</li> <li>- I-84 takes way less expensive and wy less miles of road construction than the rugged terrain in Grant, Harney and Morrow counties</li> <li>- I-84 less designated scenic areas</li> <li>- I-84 less riparian area crossings than Grant, Harney, Morrow counties</li> </ul>	

2	Rod Kuhn	I cannot recommend any route since as stated in my comment dated 11-7-09, I am opposed to any routes passing through Grant County.		Yes (541) 575-1564	As stated in my previous comments, Grant County has enough problems with our economy that we don't need anymore, such as your 500 kV line cutting a 250' swath through the landscape. Thank you, Rod Kuhn	
3	Eva Harris				Grant County's economy is increasingly relying on its tourist industry. The attractions include the visual beauty, recreation, lack of industrial development and many other elements. In looking at the GIS overlays the obstacles of scenic rivers, wildlife habitat, old growth, birding habitats, etc it appears that there is no feasible route through Grant County that would not adversely impact our tourist industry. I do not favor any of the Grant County routes as presented or as might be presented. In regard to the impacts within other counties, the I-84 corridor is already developed, it would require the least alteration to untouched, pristing lands, and probably would be the least costly for Idaho Power. For these reasons and many more, I do not favor any of the Grant County proposed routes. I do favor the I-84 corridor for the construction of the transmission line.	
4	Frank A. Silvia, Mary E. Silvia, Steve Silvia			Yes (541) 932-4396	We do not any routes through Grant County. Please go back to your original route.	
5	Claude Baker				Idaho Power should come up with 2 or 3 routes that are feasible from a regulatory, environmental and cost basis and present them to the public for comment and debate. It is nice to solicit suggestions from the public for routes but it will be never ending. Congrats to you staff for their patients	
6	Mark Lemaire	Go somewhere else!		Yes (541) 934-2029	There are no viable routes through Grant County. Nobody here wants a power line that doesn't directly serve them. The terrain is too rugged. The natural beauty of Grant and surrounding counties would be compromised. Tourist industry	

					would be adversely affected.	
7	Cindy L. Thomas	None			I live in beautiful, rugged Grant County. I do not want a transmission line for Idaho Power to carve a scar through our pristine views. I especially DO NOT want to have to see ugly lines going past my home in Monument. Please go back to more urban, developed routes north of us. Running these lines through Grant county would cost more for your customers. It makes <u>no sense</u> to do that.	
8	BA Robbins			Yes (541) 934-2042	C9 is not acceptable in the upper region. Wall Creek is a recognized steelhead spawning ground – this area is C9 – raises costs for total line – crosses winter range for elk and deer. Other proposed routes seem more cost effective and do not effect wildlife to the same degree.	
9	Pamela Callahan	I-84 route		Yes (541) 934-2112 email: <a href="mailto:callahanp54@msn.com">callahanp54@msn.com</a>	I did not draw a route. I am in favor of the shortest route with the least concerns. I like the I-84 route. Its already an established utilidor from Boardman → Idaho. If it crosses through farmland so be it. The freeway was built 50-60 years ago at least and the farms (many of them) have been through different owners. I feel the federal freeway corridor is oldest and has priority just like an airport about expansion. Very limited tree cutting, if any, would be a problem and definitely transportation issues are taken care of. Transportation for supplies, building and maintenance is taken care of. This would cause the least impact to wildlife, fish, forestry and habitat and housing.	

10	Larry Vost			Yes (541) 934-2112	The most direct route from source to end user should be the primary concern. This should also take in limitation of resources and exclusion areas with land use and natural barriers. For this transmission line to run thru Grant County would only happen because we have less voices. Route this thru the populated corridor where it belongs. Sincerely, Larry Vost 42494 Cupper Crk Rd. Kimberly, OR 97848 (541) 934-2112	
11	Carolyn Skiles				I do not want a route through Grant County period. It is not financially wise to route through Grant County. There are also too many forest, wildlife, river, scenic and farm areas that would have to be considered. An existing corridor would be less expensive and less invasive.	
12	Leon Skiles			Yes (541) 934-2023	Most direct route with the least impact up the I-84 corridor. Use existing energy corridors.	
13					Ace Robbins – Monument – land owner Grant Co. – NO!	
14	Sharon Coxen			Yes (541) 932-4958	Please use I84 corridor or NE corner of OR Big survey problems here (cadastral vs. public land surveys) Economical disaster for Grant Cty FOSSIL BEDS need to be preserved!	
15	Jerry Cowber			Yes (541) 934-2052	I 84 – the power corridor is already there – it would cost much less – it is a more direct route This power line does not need to come through Grant Co.	
16	Jim Hammett	C-9; S96; S29; S23; S107		Yes (541) 932-4860	C-9 goes through designated wilderness (Black Canyon) & you cannot get around it and S. Fork W & S river and roadless areas to the EAST. (not feasible as I understand your criteria). S-96, S-29, S23, goes through many pockets of critical habitat associated with spotted owls (I think) Great Grey Owl – pileated wood pecker; and other forest species that you have not identified as yet.	
17	Dinah Cowger			Yes	In plain word, I believe the route through Grant County is just plain wrong!	

18	Jim Bay			Yes (541) 932-2725	<p>It is economically ecologically and bureaucratically unfeasible to run a power line of this magnitude through Grant County.        A possible route, at best might cross the NORTH eastern corner of Grant County.        Your meeting notification must be improved. I found this meeting (#2) by luck only.</p>	
----	---------	--	--	--------------------	--	--

**Grant PAT #2 Mapping Workshop – Morning Meeting  
November 19, 2009 9:00 a.m. – 1:30 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.

Comment Sheet Number	Name	Are there additional criteria that need to be included?	What criteria need to be changed and how?	Other comments.
1	Tim Lillebo Oregon Wild	Salmon and steelhead and bull trout concerns State scenic waterway on mid FK John Day River Federal Wild and Scenic River and state scenic waterway for North Fork John Day Critical watershed enhancement and restoration area watersheds in Middle Elk John Day.		*+
2	Roje Gootee	The “wildlife habitats” criteria should have an additional bullet item reflecting “T and E species” T and E plants should be added as an avoidance criteria.	The “riparian area” avoidance criteria is very vague and does not reflect the truly unique resource that the John Day River system represents. The John Day is the longest free-flowing river in the “lower 48” United States. Much of it is statutorily protected as Wild and Scenic at the state or federal level. It is home to “listed” T & E migratory fish throughout its entire length, including most of its tributary creeks. It has been chosen by BPA as a mitigation site to offset fisheries damage caused by off-site power generation.	
3	Rod Kuhn			To Kent McCarthy, Thank you for allowing me to be a part of the advisory team for Grant County regarding the siting of your 500kv transmission line. As a citizen of Grant County for 42 years, I have seen good times come and go. For us who live and raise families here, anyone would agree that the year 2009 has not been a good year for our county. With unemployment for the county continually being one of the worst in the state, we definitely don’t need anything that would make matters worse. Your 500kv is one thing we don’t want or need. With our local economy in the sad shape it is thanks to the timber industry being in the tank plus the continuing battle our ranchers face in regards to public grazing, we don’t need anything that would make matters worse. The one thing we still have going for us is the tourist trade. Grant county is becoming more popular each year and this tourist business is now being spread over the entire year. With the sightseers, hikers, bikers, hunters, fishermen and

				<p>snowmobilers, these people are coming here to spend time and money. So what is it that is making Grant County so popular? It is our uncrowded roads, friendly people and most of all our spectacular scenery. What we don't need is your 500kv line cutting anywhere through the county.</p> <p>If I were going to suggest anywhere to site this line I would say the I84 corridor makes the most sense. Or better would be the route up through Idaho, crossing through S.E. WA. And then down to Boardman.</p>
--	--	--	--	---

**Grant PAT #2 Mapping Workshop – Morning Meeting  
November 19, 2009 9:00 a.m. – 1:30 p.m.  
Mt. Vernon, OR  
Meeting Evaluation Comment Form 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	Ken Peterson	We found out that routes through Grant County were designed from meetings in other counties. No one here is in favor of any route through Grant County. There were points developed that would prohibit any of these routes too many prohibitions to construction.	Local people were nearly outnumbered by employees of Idaho Power. (no notice) Idaho Power found out that the community is opposed to it, but it may not have soaked into them (Idaho Power).	Are there any positive benefits to the county from this project? How can you propose a power line of this magnitude through a pristine area like Grant County?	Kenneth L. Peterson <a href="mailto:kenpete@centurytel.net">kenpete@centurytel.net</a> 168 NW Charolais John Day, OR 97845 541-575-0772
2	Roje Gootee	<ul style="list-style-type: none"> <li>- location</li> <li>- plenty of time for questions</li> <li>- Idaho Power, Tetra Tech and RBCI staff are unfailingly courteous and well organized</li> </ul>	<ul style="list-style-type: none"> <li>- recurrent problem with short notice regarding meeting dates</li> <li>- many attendees are somewhat overwhelmed by GIS technology and could be helped by being offered some individual mentoring</li> <li>- significant elements missing in GIS analysis (e.g. National Monument, Wild and Scenic Rivers, Scenic Byway, BPA mitigations area, private forest acreage, T &amp; E listed species, etc., etc.)</li> </ul>	- at future meetings would you be willing to provide a list of your participating staff and their titles?	Roje S. Gootee, PhD <a href="mailto:rushcreek@hevanet.com">rushcreek@hevanet.com</a> Rush Creek Ranch LLC ; P.O. Box 243 Long Creek, OR 97856 503-504-1177
3	Brian Cochran	Group based discussion	Break out mapping exercises as a sole method of determining routes. Poster maps were lacking proposed power line routes.	<ul style="list-style-type: none"> <li>- How will Idaho Power pay for the B2H line?</li> <li>- How long will it take before the B2H line is profitable?</li> <li>- Are federal subsidies paying for the line?</li> </ul>	Brian <a href="mailto:Brian.cochran@ustribes.org">Brian.cochran@ustribes.org</a> 541-553-2003