



Boardman to Hemingway Project Advisory Team

Grant County
Project Advisory Team
Meeting 4



Tonight's Objectives

- Review progress of the Community Advisory Process and discuss next steps
- Present analysis of revised routes and proposed alternative routes
- Project Advisory Teams will give input on proposed alternative routes
- Project Advisory Teams will provide input on a possible proposed route

Agenda

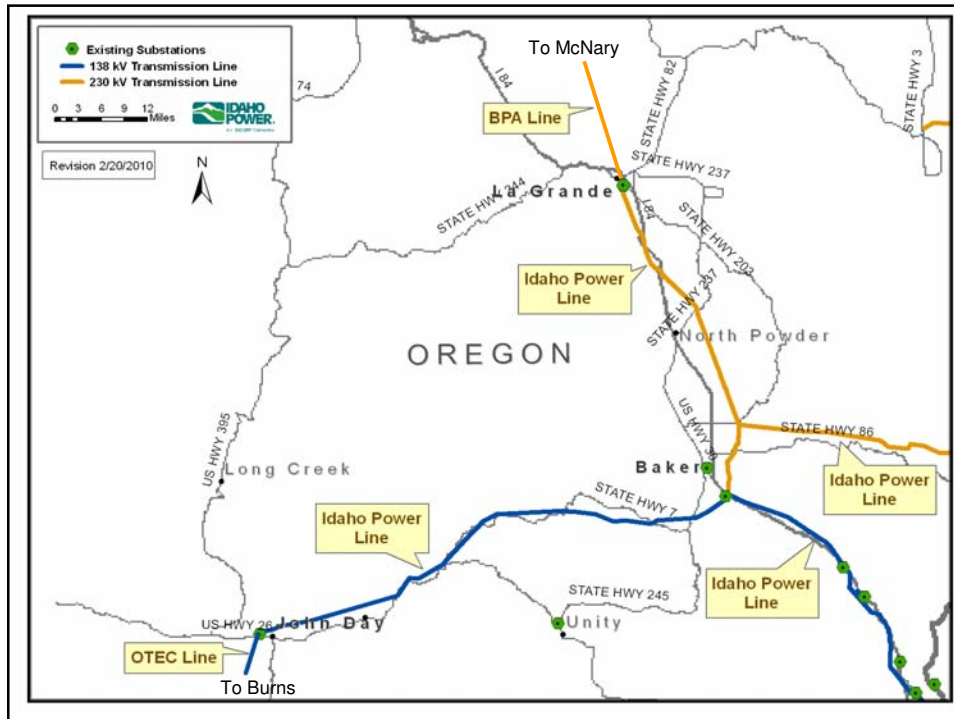
- Review of Community Advisory Process and discuss next steps
- Review community criteria and CAP-developed of routes
- Present and discuss analysis of revised routes and proposed alternative routes
- Dinner
- Team input
 - Provide input on proposed alternative routes
 - Provide input on a possible proposed route
- Next steps

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Project Update – Additional Interest in B2H Capacity

- The Bonneville Power Administration (BPA) is currently analyzing alternative levels of participation in the Boardman to Hemingway and Gateway West projects which address BPA Idaho load and La Grande load service options
 - BPA staff plans to deliver a preliminary recommendation to BPA executives on what, if any, level of participation BPA should have in Boardman to Hemingway and Gateway West by March 31st
- PacifiCorp is also currently analyzing options for joint development of the Boardman to Hemingway line with Idaho Power

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PAT Meetings

- Meetings will be held in all five PAT areas to present the complete analysis.
- No decisions will be made until all Project Advisory Team meetings have been completed.



Two-week Comment Period

- Two-week comment period after this PAT meeting
- A summary will be developed for each advisory area
 - **All summaries will be distributed to PAT members**

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CAP Next Steps

- All input will be collected, reviewed and summarized
- Once all comments are reviewed, Idaho Power will communicate results
- Idaho Power would like to submit the revised application, with a proposed route, at the end of March or early April
- Public Meetings

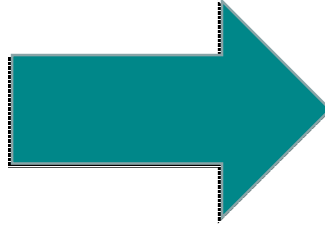
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Community Advisory Process Review

**Identify
community
issues and
concerns**

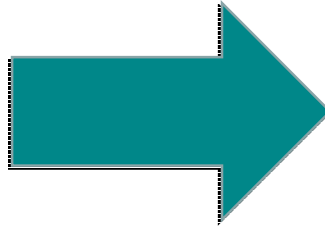


Develop
a range of
possible routes
that address
community
issues and
concerns



Tonight's Meeting

Recommend
proposed and
alternative
routes



Follow through
with
communities
during NEPA
and EFSC
reviews

**Community Criteria and
Development of Routes**

Community Criteria

- Idaho Power recognized the location of the transmission line would have many effects that are of interest to the local communities
- Community criteria, along with environmental, engineering and regulatory criteria were used by PAT team members to determine the CAP routes

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Grant County PAT Concerns

- The transmission line would have a negative effect on scenic areas
 - Grant County residents treasure scenic beauty and open space
 - The transmission line could lower property values by damaging views
- There are few clear benefits to Grant County of having the line constructed there
 - Construction jobs might bring only a short-term benefit.
 - Idaho Power would use Idaho crews for maintenance
 - Tax benefits to the county would be minimal if the line is built in Grant County

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Grant County PAT Concerns

- Building the transmission line so far west is not practical
 - It would be less expensive to use the shorter route near the I-84 corridor
 - Higher costs for Idaho Power will translate to higher costs for power users
- Residents of Malheur and Baker counties pushed the line over to Grant County because they don't want it there
 - Grant County residents should have been invited into the CAP process earlier
 - Grant County doesn't have as much influence as Malheur and Baker Counties because it has a very low population

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Grant County PAT Suggestions

- Grant County PAT members identified the following suggestions for siting the transmission line:
 - The line should be constructed close to the I-84 corridor
 - The line should be as short as possible to save Idaho Power money
 - The line should be available to be used locally for transmission if wind projects (or other alternative energy sources) are developed nearby
 - Idaho Power should seek in-state sources of energy so it doesn't have to transmit energy from Oregon
 - The line should not go through John Day Valley, where many Grant County residents live

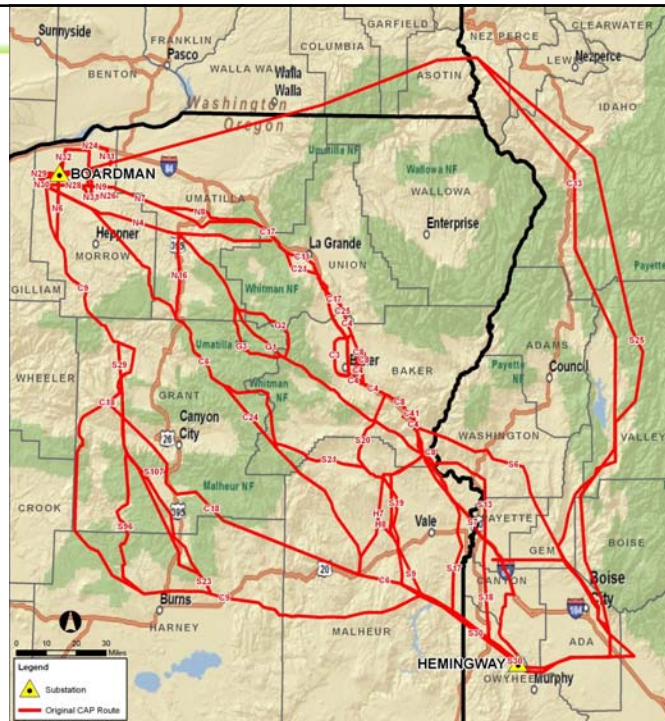
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Grant County Community Criteria

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

Routes proposed for analysis by Project Advisory Teams



Revision of Routes

- Routes were revised by Idaho Power to avoid exclusion areas and minimize constraints.
- Technical experts maintained the intent of the routes during revision.

Routes revised to avoid constraints and exclusion areas



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Analysis of Routes

- All routes were evaluated for:
 - Constructability: The relative difficulty associated with building the line in a given route. Considers Terrain, Road construction, clearing and Equipment movement
 - Permitting Difficulty: Community criteria and the relative difficulty of gaining necessary permits from the federal, state and local governments
 - Mitigation Cost: The relative cost associated with mitigation actions required by permitting authorities necessary to permit a route

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CAP Routing

Next Steps in Process

- If Project Advisory Team members have additional comments they would like to share with Idaho Power concerning the analysis presented tonight, please submit them by March 25th
- Idaho Power would like to submit a revised SF299 to re-start the NEPA process at the end of March/beginning of April
 - SF299 is the standard government form titled “*Application for Transportation and Utility Systems and Facilities on Federal Lands*”
 - BLM requires that Idaho Power indicate one *proposed* line route in the application. Alternative routes are also allowed.
- A Notice of Intent will be filed with the Oregon Department of Energy, Energy Facility Siting Council
- Idaho Power will continue working with the community members throughout siting

Additional Information

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