

Boardman to Hemingway Transmission Line Project

Grant County Project Advisory Team Meeting #4

Summary

March 2, 2010

4 – 9 p.m.

Canyon City Community Hall

131 S. Washington

Canyon City, OR 97720

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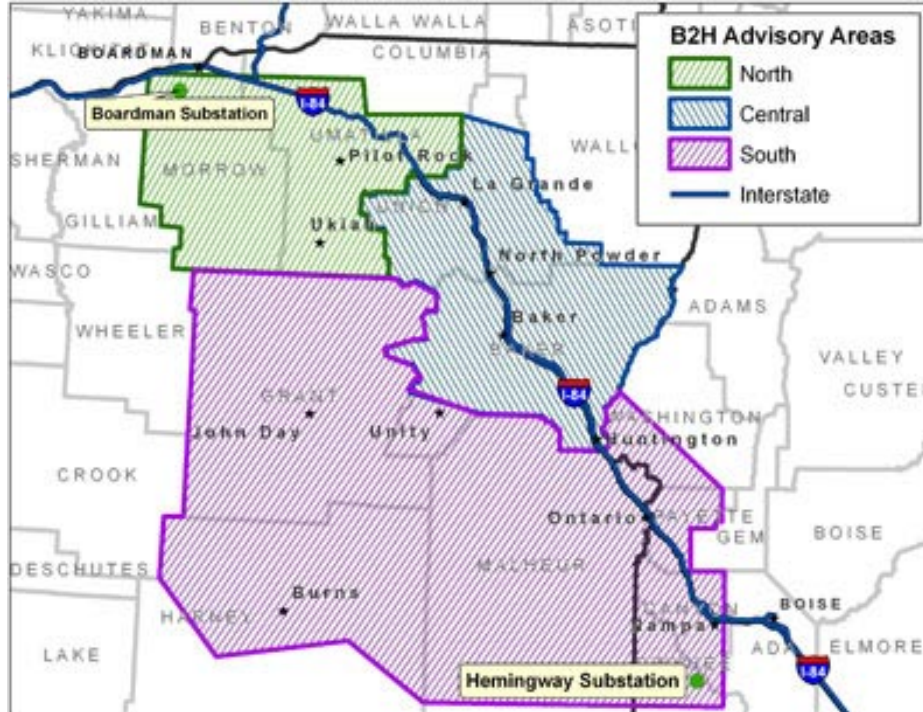
Community Advisory Process Background

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

In response, Idaho Power initiated a process to engage communities—from Boardman, Oregon to Melba, Idaho—in siting the Boardman to Hemingway Transmission Line Project. This process is called the Community Advisory Process (CAP). Idaho Power is conducting a comprehensive and inclusive public process to locate proposed and alternate routes for the Boardman to Hemingway Transmission Line Project.

The Project Advisory Teams will work closely with technical experts to recommend proposed and alternate routes.

As part of CAP, Project Advisory Teams (PATs) have been formed throughout the project area. Initially, one PAT was formed in the Central area, one in the North, and one in the South. Each PAT includes local officials, property owners and community representatives. The PATs are identifying community issues and concerns and working closely with technical experts to recommend proposed and alternate routes. *(Continued on next page)*



(Introduction continued) The Central, North and South PATs have met three times since Spring 2009. The third PAT meeting was a mapping workshop, in which PAT members identified potential routes for the transmission line. Idaho Power recorded these routes for evaluation.

Idaho Power invited community leaders from Grant and Harney counties to participate in the CAP in Spring 2009. Community leaders attended the Central and South PAT meetings and stated that if these PATs ultimately recommended routes that affected their counties, then PATs should be formed in Grant and Harney counties.

At the Central, North and South mapping workshops in Fall 2009, PAT members asked Idaho Power to evaluate possible routes in Grant and Harney counties. As a result of the routes developed at these workshops, Idaho Power hosted two public meetings in Grant and Harney counties in October 2009. The purpose of these public meetings was to give Grant and Harney counties the same opportunity as the early Central, North and South advisory areas to learn about the project, see the routes proposed by the other PATs, and provide input on criteria for siting the transmission line.

Idaho Power used input from the public meetings and community leaders to form a Grant County Project Advisory Team and a Harney County Project Advisory Team. All teams will work closely with Idaho Power and technical experts to recommend proposed and alternate routes for the transmission line.

Grant County Project Advisory Team Background

Public Meeting

On Oct. 21 Idaho Power hosted a public meeting in John Day, Oregon, for the residents of Grant County. The purpose of the public meeting was to:

- Give the public an overview of the project.
- Allow the public to ask questions and provide input on criteria for siting the transmission line.
- Identify community members who wanted to join the Grant County Project Advisory Team (PAT).

The public meeting was conducted in an open house format. Attendees were given a meeting guide and comment sheet. Attendees were encouraged to view nine display stations with information about the project. Idaho Power representatives were available to answer questions.

PAT Meeting #1

The first Grant County PAT meeting was held Nov. 5, 2009 in Canyon City, Oregon. The Grant County PAT includes community leaders, business owners, landowners, elected officials and residents in Grant County.

The purpose of the meeting was to:

- Review project background, status and the Community Advisory Process (CAP).
- Discuss purpose and need for the transmission project.
- Provide overview of Boardman to Hemingway permitting process.
- Give update on CAP work.
- Identify community concerns and suggestions.

Team members were presented the regulatory and engineering criteria that would be used when developing possible routes for the transmission line. These criteria include state and federal regulations, policies and other standards that are applicable to development of a route. The Bureau of Land Management (BLM), U.S. Forest Service (USFS) and Oregon Department of Energy-Energy Facility Siting Council (ODOE-EFSC) will use these criteria when reviewing proposed and alternate routes and determining whether they should authorize the project.

Community concerns and suggestions that were identified at the first PAT meeting were developed into community criteria. These community criteria have been used with the regulatory and engineering criteria to site potential routes for the proposed transmission line. These community criteria were presented to team members at the second PAT meeting for review and comment.

PAT Meeting #2

For the second Grant County PAT meeting Idaho Power held a morning meeting and an evening meeting to accommodate the schedules of team members. Both meetings included presentations of the same information and a mapping workshop. The meetings were held on Nov. 19, 2009 in Mt. Vernon, Oregon.

The purpose of the meeting and mapping workshop was to begin to identify a range of possible routes for the Boardman to Hemingway Transmission Line.

The Grant County PAT did not develop any routes at their mapping workshop. However, several weeks after the mapping workshop, one route was submitted by the Grant County Court.

Overall, 49 routes were developed by the South, Central, North, Harney County and Grant County Project Advisory Teams.

PAT Meeting #3

The third Grant County PAT meeting was held on Jan. 19, 2010 in Canyon City, Oregon.

The purpose of the third Grant County PAT meeting was to:

- Present the analysis methods.
- Present the status of analysis for each PAT-proposed route.

Between September and December 2009, the engineers from Idaho Power and Tetra Tech recorded and labeled all PAT-proposed routes; determined the opportunity, avoidance and exclusion areas crossed by each PAT proposed route; and revised the routes to avoid exclusion and avoidance areas.

PAT Meeting #4

The fourth Grant County PAT meeting was held on March 2, 2010 in Canyon City, Oregon.

A complete summary of the fourth Grant County PAT meeting is included in this document.

Detailed summaries of all Project Advisory Team meetings can be found on the project Web site www.boardmantohemingway.com.

Project Advisory Team Meeting #4 Overview

Background

The five Project Advisory Teams developed a total of 49 routes (3,184 miles). The Grant County Project Advisory Team (PAT) did not develop any routes at their mapping workshop. However, several weeks after the mapping workshop the Grant County Court developed a potential route and submitted it to Idaho Power.

Between September and December 2009, engineers from Idaho Power and staff from Tetra Tech, Idaho Power's environmental consulting firm, recorded and labeled all PAT-developed routes; determined the opportunity, avoidance and exclusion areas crossed by each PAT-developed route; and revised the routes to avoid exclusion and avoidance areas. The original PAT-developed routes were combined and revised to encompass 1,984 miles.

Idaho Power presented the revised routes at the third Grant County PAT meeting in January 2009. Throughout early 2010, Tetra Tech continued to analyze each revised route for the following factors:

- Permitting difficulty – Community criteria and relative difficulty of gaining necessary permits from the federal, state and local governments.
- Constructability – The relative difficulty associated with building the line in a given route. Considerations include terrain, road construction, clearing, equipment movement and accessibility.
- Mitigation cost – The relative cost associated with mitigation actions required by permitting authorities necessary to permit a route.

The route analysis determined three route alternatives that could be the relatively least difficult to permit and could be constructible; these three routes were labeled the eastern alternative, central alternative and western alternative.

In order to re-start the National Environmental Policy Act (NEPA) process, Idaho Power is required to submit one proposed route in their revised application to the Bureau of Land Management (BLM). Idaho Power recommends that either the eastern, central or western alternative be submitted as the proposed route. Alternate routes may be submitted in addition to the proposed route.

Grant County PAT meeting #4 agenda and format

The purpose of the fourth Grant County PAT meeting was to:

- Review progress of the Community Advisory Process and discuss next steps.
- Present analysis of revised routes and route alternatives (eastern, central and western).
- Give PATs the opportunity to give input on the route alternatives.
- Give PATs the opportunity to give input on a possible proposed route.

The meeting was held March 2, 2010 at the Canyon Center Community Hall in Canyon City, Oregon.

Seventy-eight people attended the meeting. A copy of the invitation letter, list of invitees and list of attendees is available in Appendix 1.

Presenters:

- Vern Porter – Idaho Power, Vice President of Delivery Operations and Engineering
- Kent McCarthy – Idaho Power, Community Advisory Process Leader
- Dave Angell – Idaho Power, Manager of Delivery Planning
- Rosemary Curtin – RBCI, Facilitator
- Dave Perry – Tetra Tech, Routing and Siting Manager
- Jim Nickerson – Tetra Tech, Vice President, Energy Services

Handouts:

The following handouts were provided to team members at the meeting. Copies of these handouts are available in Appendices 2 and 3.

- Grant County PAT meeting #4 agenda
- Idaho Power PowerPoint presentation
- Tetra Tech PowerPoint presentation
- A map of the three route alternatives. (Eastern, Western and Central).
- Maps of the potential route alternatives that show evaluations of permitting difficulty, construction difficulty and mitigation cost.
- Mileage summary tables and data tables for each route that identify the number of miles that have:
 - Permitting difficulty (low, moderate, high and exclusion)
 - Construction difficulty (low, moderate, high and exclusion)
 - Mitigation costs (low, moderate and high)
- Comment forms:
 - “Alternative Routes” comment form
 - “Eastern Alternative Route Likes/Dislikes” comment form
 - “Central Alternative Route Likes/Dislikes” comment form
 - “Western Alternative Route Likes/Dislikes” comment form
 - “Proposed Route” comment form

PAT Input

Team members were provided a series of comment sheets that asked for input on:

- The route analysis
- The three route alternatives (Eastern, Central and Western)
- A possible proposed route

To ensure team members had sufficient time to review the analysis and route alternatives, team members were given until March 25, 2010 to return their comments to Idaho Power via mail or e-mail.

Next Steps

Idaho Power intends to submit their revised SF-299 application to the BLM at the end of March or early April.

After the March 25 deadline Idaho Power plans to:

- Review and summarize all comments.
- Distribute summaries to PAT members and post summaries to the project Web site www.boardmantohemingway.com.
- Communicate results back to the communities.
- Hold public meetings throughout the project area in Spring 2010.

Presentations

Below are summaries of the presentations that were given by Idaho Power and Tetra Tech staff. Team members were allowed to ask questions throughout the presentations.

After each presentation summary are the questions asked by team members and the answers provided by Idaho Power and Tetra Tech staff. The questions and answers are presented in the order they were asked.

Project Update – Dave Angell, Idaho Power, Manager of Delivery Planning

Angell thanked team members for coming to the meeting and explained there were several updates on participation in the Boardman to Hemingway Project. Angell's presentation included the following information:

- Idaho Power's Integrated Resource Plan (IRP) was submitted on Dec. 31, 2009. The IRP calls for the Boardman to Hemingway line to provide 250 megawatts (MW) of power in 2015 and an additional 175 MW in 2017. The line will have additional capacity available and it is expected that other power companies will participate in building the line.
- Throughout the Community Advisory Process, several other entities have shown interest in becoming partners on the Boardman to Hemingway Transmission Line Project.
- Idaho Power has recently received permission to announce that the Bonneville Power Administration (BPA) and PacifiCorp are currently evaluating partnering with Idaho Power on the Boardman to Hemingway Transmission Line Project.
- BPA provides energy to La Grande, Quartz and Baker City. BPA also provides energy to the Oregon Trail Electric Cooperative and eastern Idaho.
- BPA services the La Grande area with a 230 kV transmission line that comes from the McNary Dam area. Currently, when BPA needs to service its McNary transmission line, it cannot use another route to directly provide power to its Oregon customers. If transmission is available, BPA must schedule the power to circulate across Montana and then come back into Oregon. Participating in the Boardman to Hemingway line would give BPA an alternative for supplying power to its Oregon customers, if needed.
- BPA is expected to present information to Idaho Power's executive management regarding the decision of its Boardman to Hemingway participation at the end of March.
- PacifiCorp is also considering participating in the Boardman to Hemingway Transmission Line Project. Currently, PacifiCorp and Idaho Power are jointly proposing a development called Gateway West that starts in Wyoming, crosses southern Idaho, and ends at the Hemingway substation.
- In February 2010, Mission West Properties, Inc. and CDH Consulting announced they will be developing a new data center property in Ontario, Oregon. The state of Oregon has provided incentives for the data center to locate in Ontario. The data center will use approximately 62 MW of power. The Boardman to Hemingway Transmission Line will help Idaho Power expand its capacity in order to serve large users, such as this data center.

Welcome and Meeting Agenda – Rosemary Curtin, RBCI, Facilitator

Rosemary Curtin welcomed team members, asked everyone to introduce themselves and reviewed the three objectives of the meeting:

- Present the analysis of the revised routes.
- Present the three route alternatives (eastern, central and western) that Idaho Power recommends be advanced into the NEPA process.
- Collect input from team members about:
 - The route analysis
 - Likes and dislikes for each of the three route alternatives
 - A possible proposed route
- The meeting will be tape-recorded and transcribed. After all comments are collected, a meeting summary will be developed for each PAT meeting. The summaries will be distributed to team members and posted to the project Web site, www.boardmantohemingway.com. Summaries and materials from all previous meetings are currently available on the project Web site.
- Idaho Power posted the route analysis materials to the project Web site one week prior to the meeting. Team members were notified by e-mail that these materials were available on the Web site and were encouraged to review the materials before the meeting.
- Between March 2 and March 10, Idaho Power is holding five Project Advisory Team meetings in Central, North, South, Grant County and Harney County areas. The main objective of each meeting is to gather input about the route alternatives and a possible proposed route.
- Team members will be provided a series of five comment sheets. The comment sheets ask for input on the three route alternatives and a possible proposed route. Team members will be asked to complete their comment forms when the presentations conclude. When filling out their comment forms, team members will have the option to work in small groups or individually.
- Team members have the option of submitting their comment forms at the meeting or returning them to Idaho Power via mail/e-mail by March 25, 2010.
- No decisions will be made until all five PAT meetings have been completed and all comments have been collected and reviewed by Idaho Power.
- Idaho Power would like to submit its revised SF-299 application to the BLM at the end of March or early April. Submitting this application will restart the NEPA process.
- Idaho Power plans to hold public meetings for the Community Advisory Process in early Spring 2010. Scoping meetings will also be held in 2010 for the NEPA process. Idaho Power encourages team members to attend all meetings and stay involved in the process.

PAT member: All the prior comments that were collected from this group are also going to count, right?

Curtin: Absolutely.

PAT member: So redundancy is ok?

Curtin: Tonight you may want to submit the same comments you have submitted before. Don't assume you don't need to do that. Tonight we are going to get very specific on some alternatives and this is your chance to look at the data for those alternatives and give us your input. So bear with us; please take the time tonight to fill out your comment sheets.

PAT member: I don't see anywhere in here where you guys have done a cost analysis. I see difficulty, but all the stuff talks about permitting difficulty and construction. Have you done a cost analysis?

Curtin: When Tetra Tech gives their presentation about the analysis, you will have time to ask questions.

PAT member: Are there any more of these maps available? I need to know whether I jump up on the table now or later.

Curtin: Yes. And those maps are coming out as we go through this analysis, and if you see Amanda or Kara or I, and you want us to mail those to you...I know we send hard copies to a lot of you. I see them going out. We'll get it to you.

PAT member: I was on the Internet today trying to get a more definitive map. I got all kinds of things but that.

Curtin: Are you talking parcel level type maps?

PAT member: Yes. Or at least a GIS or something so I can tell the difference between my backyard and the neighbor's.

Curtin: Dave? Are we providing that level yet?

Dave Perry, Tetra Tech: No we don't have that.

Curtin: Stay tuned.

PAT member: When we met here a month or so ago, in this room, I left with the understanding that tonight you all were going to share with us Tetra Tech's evaluation and proposed action, so that when we leave tonight we'll know whether Grant County is still in the mix. I don't see that on the agenda any longer.

Curtin: We will be floating some possible alternatives tonight, so yes, those are coming. The analysis and all these maps lead to some conclusions. So bear with us and you'll get that information.

PAT member: When you say, "Re-file with the state and federal agencies," does that mean you're withdrawing your filing from the PUC in Oregon?

McCarthy: No, that still goes forward, that only answers to the "need" question, so that goes forward outside of whatever route is decided.

PAT member: Okay.

Curtin: Other questions? Or we're going to get started. Thank you. I want to make this interactive, so please ask questions as we go through. We're not holding questions to the end. Raise your hand.

Community Advisory Process Review – Rosemary Curtin, RBCI, Facilitator

Curtin explained to team members that the Community Advisory Process began almost one year ago. She reviewed the objectives of the past three Grant County PAT meetings. Her presentation included the following information:

- In Spring 2009, Project Advisory Teams (PATs) were formed throughout the project area. Initially, one PAT was formed in the Central area, one in the North, and one in the South. Each PAT includes local officials, property owners and community representatives. The PATs are identifying community issues and concerns and working closely with technical experts to recommend proposed and alternate routes.
- Idaho Power invited community leaders from Grant and Harney counties to participate in the CAP in Spring 2009. Community leaders responded that they would become involved in the CAP if the other PATs proposed routes in Grant and Harney counties.
- At the Central, North and South mapping workshops, PAT members asked Idaho Power to evaluate possible routes in Grant and Harney counties. As a result of the routes Idaho Power has asked communities in Grant and Harney counties to participate in the CAP.
- In October 2009 Idaho Power hosted two public meetings, one in Grant County and one in Harney County. The purpose of these public meetings was to give Grant and Harney counties the same opportunity as the Central, North and South advisory areas to learn about the project, see the routes proposed by the other PATs, and provide input on criteria for siting the transmission line. The public meeting in Grant County was held Oct. 21, 2009 in John Day, Oregon.
- Idaho Power used input from the public meetings and community leaders to form a Grant County Project Advisory Team. Idaho Power hosted the first Grant County PAT meeting on Nov. 5, 2009 in Canyon City, Oregon. The purpose of the meeting was to:
 - Review project background, status and the Community Advisory Process (CAP).
 - Discuss purpose and need for the transmission project.
 - Provide overview of Boardman to Hemingway permitting process.
 - Give update on CAP work.
 - Identify community concerns and suggestions.
- At the first Grant PAT meeting, team members formed small working groups to discuss and identify community concerns and suggestions about the project. The community concerns and suggestions identified by team members were developed into community criteria.
- The community criteria were used throughout the routing process, along with environmental, engineering and regulatory criteria, to help develop potential routes for the transmission line.

- The second Grant County PAT meeting was held Nov. 19, 2009 in John Day, Oregon. The purpose of the meeting was to begin to identify a range of possible routes for the Boardman to Hemingway Transmission Line. On Nov. 19, Idaho Power hosted two mapping workshops, one in the morning and one in the afternoon. During the mapping workshops, team members had the choice of mapping their routes on paper maps or working with GIS operators to lay out routes at computer stations.
- The Grant County PAT did not develop any routes at their mapping workshops. However, several weeks after the mapping workshop, the Grant County Court submitted one route.
- Idaho Power kept a detailed record of all routes developed by PAT members. Additionally, team members were asked to provide a written description and comments for each route they identified. This documentation helped Idaho Power understand the location and reasoning behind each route.
- The third Grant County PAT meeting was held Jan. 19, 2010 in Canyon City. At this meeting, Idaho Power presented how the routes developed at the mapping workshops had been revised to avoid exclusion areas and significant constraints.
- The purpose of this meeting, the fourth Grant County PAT meeting, is to present the analysis of the revised routes and gather input about the three route alternatives and a possible proposed route.

Community Criteria and CAP-Developed Routes – Kent McCarthy, Idaho Power, CAP Leader

McCarthy reviewed the community criteria that Idaho Power and PAT members developed for Grant County. He also presented how the PAT-developed routes were revised and analyzed. McCarthy's presentation included the following information:

- In Spring 2009, Idaho Power determined there was a large amount of opposition to the original route for the Boardman to Hemingway Transmission Line Project. In order to gather more public input, Idaho Power paused the NEPA process and implemented the Community Advisory Process.
- Idaho Power recognized that the location of the transmission line would have an impact on local communities. Community and regulatory criteria were given equal weight by Idaho Power and community members when proposing and considering routes.
- In September, PAT members were asked to develop possible routes for the transmission line based on community and regulatory criteria. Idaho Power evaluated all 49 of the routes proposed by the five PATs based on permitting difficulty, construction difficulty, and cost.
- Tetra Tech tried to maintain the original routes developed by the PATs in the mapping sessions as much as possible. Tetra Tech then combined routes with similar purposes in similar geographic regions.

- Idaho Power determined which routes were the most reasonable. The purpose of the fourth Grant County PAT meeting is to ask for input on the eastern, central and western route alternatives recommended by Idaho Power.
- Idaho Power will submit a proposed route as part of its NEPA application. The submission of the revised application will restart the NEPA process.
- In Fall 2009, Grant County residents raised the following concerns at the first Grant County PAT meeting:
 - The transmission line would have a negative effect on scenic areas.
 - The transmission line could lower property values by damaging views.
 - There are few clear benefits to Grant County of having the transmission line constructed there.
 - Building the transmission line so far west is not practical.
 - Residents of Malheur and Baker counties pushed the line over to Grant County because they didn't want it there.
- Grant County PAT members also provided suggestions for siting the transmission line. The suggestions included:
 - 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 line wind projects (or other alternative energy sources) are developed nearby.
 - Idaho Power should develop in-state sources of energy so it doesn't need to transmit energy from Oregon.
 - The line should not go through the John Day Valley, where many residents live.
- Idaho Power developed the concerns and suggestions provided by team members into community criteria. When Idaho Power made adjustments to the 49 routes suggested by PAT members, it followed the community criteria closely. Below are the Grant County PAT's community criteria:
 - *Placement opportunities* include: Existing energy corridors; I-84 corridor; direct route between Boardman and Hemingway.
 - *Avoidance areas* include: undeveloped areas; wilderness areas; rural areas; roadless areas; riparian areas; scenic areas; recreation areas; view sheds; wildlife habitats; forestland and old growth forests; private property; exclusive farm use land; private timberland.
- During the route analysis, all revised routes were evaluated for constructability, permitting difficulty, and mitigation cost.
 - Permitting is the first concern.
 - Construction difficulty is often related to terrain. Building the transmission line in the forest requires that the 250-foot right-of-way be clear-cut.

- The construction of a power line requires the construction of many roads.
- Mitigation will be required if wildlife or another resource is affected.

PAT member: What was the rationale of the folks over in Malheur and Baker counties for putting lines on the west side of Grant County? What was their rationale and logic behind it?

McCarthy: The way they put it, they weren't saying the line has to go to west, but they wanted us to analyze routes to the west to see if it was feasible.

PAT member: So there's no rationale. The logic was, "We just like it over there."

McCarthy: Well actually from Baker and Malheur counties' perspective; all along they had said they wanted us to maximize federal property use instead of private property use. So that's why they put it over in this direction so it maximized use of national forestland.

Curtin: They used the GIS data. When they proposed these routes over here, they did have data.

McCarthy: They were trying to get around some of the major constraints and some of the geological constraints. They didn't have a lot of the information, they did use the GIS, and the GIS specialist could zoom in to look at. What I'm trying to do is stick up for the Baker County folks just to say that...

PAT member: God bless them, I love them. But I can remember my first couple of meetings and you came here and said, "This is the route we came up with." And we asked, "Why? What was the reason?" But the people over there decided it would be a good place for them. At that time it was the initial meetings. There was nothing about GIS and any of that kind of stuff, was there? If there is I certainly don't remember it. Just a "PFPA" – plucked from thin air. That's a big question.

McCarthy: No, we discussed that from the very first, they had the GIS that they were routing those with, and we brought the same GIS over to this area at our second meeting, so they did the same thing.

Angell: One other reason they came this far west is they wanted to follow the existing transmission line corridor as far as possible. There is an existing 500 kV transmission line that begins in the middle of Idaho and heads down to Summer Lake, Oregon. They followed that as far as they could and then started swinging up north. That transmission line goes right by Burns; that was one of those already established corridors. It would be mostly on BLM lands and then it would go north through the Forest Service lands.

McCarthy: These were the revised routes that Tetra Tech revised to avoid constraints. I understand many of these routes you folks don't like, and we've gone through further analysis, and that's what Tetra Tech will discuss when they get up there. But those red routes were there, they combined some routes together and revised some of the routing to get across some of the constraints, and then they've published this and then gone through and done some more analysis.

PAT member: I'm going to tell you guys seriously that at this point in this thing, this is our fourth meeting, third meeting, if you owned a chunk of land anywhere near those blue lines in Grant County, at this point in this analysis we can't have this data now. If you owned a

piece of property there you can't tell sh, you can't tell detail. You've got to put mile lines on that map and tell us what's coming through a bunch of places. But now I can't tell by that damned thing, so why should I come down here and not have all the information?**

McCarthy: We're not going to get down to parcel level.

PAT member: You have to.

McCarthy: Will you please let me finish?

PAT member: No, not further down the road. You have to now. Now.

McCarthy: It's just not possible.

PAT member: Well, you better get ready to tell me about six more reasons. You cannot ask me as a landowner to give you any positive input without knowing what you're going to do here.

Curtin: Let me see if I can answer. Dave, when you go through your analysis at the regional level, can you put the GIS system up and can you get into a little more detail in your presentation?

Perry: We could, but...but if we want to locate landowners to parcels, maybe we ought to do that after dinner. We should set up a place where we can show you your home or farm and where it is relative to the routes. Then you'll have an idea what we're thinking about. Will that work?

PAT member: No. Let me tell you guys. Think for a second. If you have a piece of property that has a million feet of timber on it, and that line is coming close to it, wouldn't you want to know if it's going through the middle of it? If it was a million dollars in timber value you would want to know right now, not three more meetings down the road and not by the end of March or early April. We don't have that opportunity. We've got to know tonight.

Curtin: Let me ask another question, because I hear what you're asking, many people have asked for this. When we do a public meeting we will have that level of detail. In April can we have that level of detail?

PAT member: Let me reverse that on you. If you were in Baker or Malheur County I'm betting a thousand bucks they did get that detail, and because you came in so damned late on this project, we're not getting it.

McCarthy: No, that's not true.

PAT member: Then how are you so specific to say that we have guys who have problems with center pivots? We had guys that had problems with irrigation systems? How are you that specific there and not that specific here?

Curtin: Those are good questions. Dave, can you help explain how you did the analysis at this specific level?

Perry: He's asking a different question. He's asking how did the people in Baker know. A lot of that has to do with the fact that the route is pretty similar to what it was last year, and during that process they had what they call scoping meetings, and we actually sent out a letter to every landowner within a prescribed distance of that centerline. When they came to the scoping meetings, we actually showed them where the line was relative to their property and their home.

PAT member: You're breaking the law not coming here with that same information.

PAT member: Why haven't you done that here? I asked that two meetings ago.

PAT member: Scoping? You didn't give us that opportunity.

Perry: I didn't understand that was what was going to happen. But we can help you out.

PAT member: Help me out when I have less than a month to talk about it?

McCarthy: That's not true.

PAT member: She said, "End of March, early April." This is the second of March.

McCarthy: After this, we go into the NEPA process again and the scoping starts over again.

PAT member: You're missing my point. You're asking for my comments. How can I be specific? If you're not specific to me, how can I be specific to you? Because we didn't go through scoping; he just said it.

McCarthy: But you're going to. Scoping comes after this.

Curtin: You're correct, I'm just trying to problem-solve how we can get that parcel-level information. I was hoping in April for the public meetings that was how we would notify for those, even though we're not in the official federal process. In order to let people know. You all are right, let's not drop this. I understand what you are saying

PAT member: The 800-pound elephant is that your lines through Baker and Malheur counties would follow a lot of existing lines. Here you're going through a whole new territory without those existing lines. So you would have the answers for those people because you were following existing lines, and you know the conflicts of an irrigation system or a center pivot. We haven't had that opportunity and we're getting really short on opportunity. You came to us awful late in the process.

Jim Nickerson, Tetra Tech: You're actually participating in a process that didn't exist last year. But really, when BLM takes over the project and starts with the proposal from the companies, which may or may not involve one of these routes, whatever alternatives BLM chooses to delete or add to those alternatives, they'll traditionally define a two-mile-wide corridor as a study corridor around any line. They'll notify the landowners in that corridor that there potentially may be a transmission line, and there will be a lot of different alternatives, and people will come and talk about it.

At that point in time, any alternative will be shown across the parcel with the landowner's name identified. What has been happening with other projects is that a Web site is set up, you can click on your tax lot, you can do anything, and it's a completely open, transparent process.

What is going on tonight with the Idaho Power process is ahead of the scoping process that went on last year. The company backed up and said, "Let's go out and get information, not final information, but information about the community, about the resources, and how people feel about it. Let's figure out if it makes sense to go this way, or go this way, or have several different paths, and then take those decisions to BLM." That starts basically a two-year evaluation process of what to do.

I know you're frustrated because you are a lot of property owners, you own pieces of ground, and you want to know if you can forget about this or just be mad about it in general. And

Dave is right. We could spend tomorrow morning or this evening showing you actual parcels on the GIS system. That's really not the purpose tonight. We're still trying our way about what the best general paths to follow are.

PAT member: I heard you say that once it goes to BLM and starts the federal process there will be more specific information in relation to your property. Is that what you just said?

Nickerson: Yes

PAT member: OK. Well, that was a huge issue last month. We were told last month that once it goes into the federal process it's really, really, hard to make any changes. And now you're telling us we can't even see the route until after it goes into the federal process.

Nickerson: We're going through this same thing on the large Gateway West project that we are working with Idaho Power on. That line will be 1,000 miles long. It's been two years in the route development phase after it went to BLM. And it's had 50, 60 or 70 landowner meetings where people have come in and talked about the routes and found out they're really not involved anymore. Others have found out that it looks like they might have a route, and they've actually talked about where they might want to see a tower or might not want to see a tower.

I realize nobody wants a transmission line. But truly, when the BLM process starts, they have to start, and say to the company, Idaho Power, "You sent us an application, here's where you think you ought to build a transmission line." And under the law the BLM and the Forest Service, if the Forest Service is involved, has to evaluate that application. And one of the first things they have to do is say, "Have all the reasonable alternatives been considered? As opposed to just the route the company thinks it should be built along."

PAT member: I just want to say that's probably part of the frustration in this room. What you just got done saying is not what we were emphatically told last month. Why has the process changed a month later?

Nickerson: If you say we're inconsistent I don't recall it that way. I apologize if it doesn't sound consistent.

PAT member: Did I just hear you say that when this process moves further along, Idaho Power will present to the BLM their selected route, one route, and you guys will start working on that then?

Nickerson: I'm not BLM, but Idaho Power has an obligation to submit a proposed route.

PAT member: So BLM will narrow this down to one route when they submit it to BLM?

Nickerson: Probably not. I think what they will do is submit a proposed route and some alternatives. But if the alternative is approved by the government, Idaho Power is willing to build it. If they submit alternative routes they say they're willing to build it along that path.

Perry: Yes, on that Gateway West project that Jim was talking about, since they filed with the BLM, we've looked at three or four thousand miles of additional alternatives.

Nickerson: The EIS on that project will be out on July. It's a 1,000-mile line, it's going to have about 3,000 miles of alternatives that the company said, depending on what path is followed, and it's willing to build.

Perry: You kind of start and you learn more and more and more. You translate that into more routes, and eventually you get down to picking structural locations, and a whole bunch of things.

But it really does take a couple of years for a 300, 400 or 500-mile project to get done. I know how the gentleman in the front feels; I'd feel exactly the same way. So if we can help some people out tonight, we want to show you on the GIS aerial photos.

PAT member: I know you want to get going, but I want to show you two something. Come over here. This map is totally ridiculous. That's the Strawberry Wilderness Area. Can I trust a map that shows a power line going over Strawberry Mountain?

McCarthy: Those are old coverages.

PAT member: You bet those are old coverages. I mean it goes right through the middle of the wilderness area, right over the top of Strawberry Mountain. That doesn't exist.

McCarthy: I know. You pointed that out to us last time.

PAT member: No, I didn't point that one out, I pointed out a different one.

McCarthy: But those are existing power lines...

PAT member: It's hard to take the map seriously.

Angell: I understand. Let's refocus for a minute. The purpose tonight is to get comments, to get your perspective on the general routes. The whole point is that we want you to be thinking in terms of, the routes that are in Grant County and what do you think about them? Again, you could focus on your property or on your county as a whole. But in general, what are you thinking about a transmission line if it comes all the way across?

PAT member: Just a moment ago you had a slide up there that said you're going to adjust to the community. We've had four meetings, which ranged from 30 people to however many are here. Of that we only have one line that one guy drew that came inside the county. Why are we still dealing with that? You're basically saying, "Tough luck. We're going to come through anyway."

Angell: No, that's not what we are saying. But it's exactly what Jim said. Jim said another very important thing. The BLM is going to be looking in the NEPA process for what other possible routes have been evaluated. So we have an obligation to turn in a proposed route, and any alternatives that have come through. We are going to do that with all the communities. Not just Grant County.

PAT member: The community didn't put it there. A different community put it there.

Angell: We understand that, and we're going to be talking with them tomorrow night as well. So we're going to come through all of the locations, talk to everyone, gather all of the information and come back with a proposed route. Is that going to be in Grant County? We don't know just yet.

PAT member: Then you're saying, "The hell with you guys, we're coming through anyway."

Angell: No that is not what we're saying at all.

PAT member: Well it certainly sounds like it to us.

Angell: Well, we're not done yet, and again, we have heard you and you do have your comments in. And you'll give us, I think, the same comments that say any route in Grant County is off the table, in your perspective. Is that a fair statement?

PAT member: That is a fair statement.

Angell: Right. And again we're trying; we are going to go through the other locations where we have advisory teams. And we have an advisory team here. We're here talking with you tonight, to get, again, the information.

PAT member: Sorry, I'm trying to catch myself up. This right-of-way that you'll eventually ask for somewhere, will be 250 feet wide? Is that one set of towers now and possibly another set of towers at a later date if you need it for more power?

Angell: Excellent question. This is for one transmission line easement across whatever property.

PAT member: Could there be two sets of lines at a later date? Is it wide enough to put another?

Angell: No, it's just our one transmission line.

PAT member: Is that a public easement?

Angell: A public easement?

PAT member: Yes. 250-foot-wide through our property.

Angell: I would say no, not a public easement, the easement is for the transmission line, and then we'd be looking for an easement for the access road to maintain the transmission line and that is completely dependent....

PAT member: How are you going to control your access road?

Angell: That's up to you.

PAT member: Up to me?

Angell: You will help us define how that access road is controlled.

PAT member: I was at the last meeting. I'm going to tell you right now, from the last meeting I was at; there wasn't one person who said they were in favor of this. I don't understand why you guys don't know what the word "No" means. I'm going to tell you again, no, I don't want it in Grant County.

(Applause from audience)

Curtin: We hear you. I'm going to go out on a limb and ask the experts to help me. First of all, I hear you want parcel-level data to review these lines, and we're going to go back and look at that. That is a lot of work, and we may ask again to do that during the NEPA process, but I'll get back to you with an answer on that.

The other thing I'm hearing is, "Why are you wasting our time; our community does not want this." There are a lot of decisions that go into the decision-making process so we need your

attention and participation tonight so we can put the whole piece together – the regulatory, engineering and the community criteria. And our analysis, you're going to have to hear this out; our analysis has led us to the fact that there may be a viable route through Grant County. So let us get this data out, and let us show you, and have at this data, and let us know that the data is either leading you to a wrong conclusion or we've missed something.

We do hear you, we're not minimizing. I've read every one of your comments; I'm going to turn this over to Dave Perry and Tetra Tech to go through this analysis.

Introduction of Vern Porter, Idaho Power, Vice President of Operations and Engineering

Vern Porter, Idaho Power, Vice President of Operations and Engineering, formally introduced himself to the team members and thanked everyone for taking the time to attend the meetings.

- Porter has been with Idaho Power for 20 years and was appointed Vice President of Engineering and Operations in October 2009.
- Idaho Power is committed to working with communities to find a route for the transmission line.
- Not all the conversations with community members throughout the CAP have been easy but Idaho Power values the time and effort that team members have committed to the process.
- The Boardman to Hemingway Transmission Line is a regional project that will bring benefits to many people in Oregon, Idaho and Washington.
- When the PAT meetings conclude, the federal and state regulatory processes will restart. These review processes will take several years to complete. Idaho Power encourages all community members to stay involved when the federal and state processes restart.

Revised Routes and Proposed Route Alternatives – Dave Perry, Tetra Tech, Routing and Siting Manager

Perry introduced himself as a landscape architect and explained that Tetra Tech has been assisting Idaho Power for almost two years with the siting process for the Boardman to Hemingway Transmission Line Project. He presented information about the process of determining the most reasonable route by comparing the factors of permissibility, constructability, and cost. Perry's presentation included the following information:

- During the mapping workshops, PAT members developed 49 routes that covered 3,184 miles.
- During the analysis, Tetra Tech divided the project area into 14 regions. The routes in each region were evaluated for difficulty of permitting, constructability and mitigation costs. After these three factors were determined for each route, the routes in each region were compared and the most reasonable route for each region was identified. Some of the regions included small lengths of route; others had 130 to 180 miles.

- For each region Tetra Tech developed a map of the revised routes and mileage summary tables and data tables for each route that identify the number of miles that have:
 - Permitting difficulty (low, moderate, high and exclusion)
 - Construction difficulty (low, moderate, high and exclusion)
 - Mitigation costs (low, moderate and high)
- The permitting analysis takes into account constraints and opportunities. The analysis of construction difficulty considers terrain, road construction, equipment movement, forest clearing and other variables. Mitigation cost is more abstract than construction cost and permissibility.
- The following five regions are in the Grant County area:
 - Southwest
 - Blue Mountain
 - Onion Creek

Perry reviewed the permitting and constructability analysis for each of the three regions in the Grant County area. Below is a summary of the information he presented. After each regional summary the questions that were asked by team members and answers that were provided by Idaho Power and Tetra Tech are listed. The questions are presented in the order in which they were asked.

Maps and data tables for each region can be found in Appendix 4. The maps and summaries of the permitting, construction and mitigation factors are also available on the project Web site, www.boardmantohemingway.com.

Southwest

- The Southwest region includes four alternative routes. Tetra Tech labeled these four alternatives:
 - Route A (nodes GR3-GR4-HA1-HA2-MA6)
 - Route B (nodes GR3-GR4-GR5-HA1-HA2 MA6)
 - Route C (nodes GR3-GR4-GR5-HA2-MA6)
 - Route D (nodes GR3-MA4-MA5-MA6)
- Through a comparison based on construction difficulty, permitting difficulty and mitigation cost, the analysis determined Route D to be more reasonable because:
 - It is shorter than the other routes.
 - It avoids the Devine Scenic Corridor.
 - It avoids 7.3 miles of occupied lek buffer.
 - It crosses 13.6 miles fewer of forested forestlands.
 - It allows for acceptable distance between transmission lines.
 - Old growth forests can be avoided during micro-siting
- Route D presents significantly less construction difficulty than the other three routes.

- Route A is not reasonable because it is 53.7 miles longer than the shortest route, requires 1,630 more acres of right-of-way, and it crosses the south fork of the John Day River, which is a wild and scenic river.
- Route B is not reasonable because it is 41.7 miles longer than the shortest route, requires 1,260 more acres of right-of-way, crosses 7.3 miles of sage grouse leks and does not allow acceptable separation between 500 kV transmission lines.

PAT member: All those routes cross the John Day River. Why is one part of the river better than another?

Perry: That particular one is designated a wild and scenic river by the federal government, and it has some more status than some other streams.

PAT member: But the preferred route also crosses the John Day River.

Perry: But as far as I know, not where it is designated a wild and scenic river.

PAT member: It's kind of interesting that some routes that are now off of that Southwest region. Two landowners had both written lawsuits and it's amazing both of those disappeared off the map.

Perry: Well, I can tell you I did the analysis and I didn't know about any lawsuits with anybody. I think the facts just proved it out; it had nothing to do with that.

PAT member: The goal of the people of Malheur was to develop that southern route to take advantage of existing rights-of-way and existing lines. But you've thrown those routes out and you still have to build lines through other properties.

Perry: We looked at that route a couple of years ago, and the thing we were concerned about was sage grouse. These dark blue circles, those are all what they call active sage grouse lek buffers. There is a two-mile radius around sage grouse leks that are occupied. There are also a number of leks that are not occupied any longer. With crosshatch, and this is one where we parallel the line and can go through, but at this whole distance along that existing line, we'd be parallel to it in this little piece and this little piece. So even though you have an existing corridor, it may not prove as beneficial as people thought it might be. But it took us a while to get to this point as well.

PAT member: I had a question; go back to the other, previous slide. The north end of Bear Valley. You still don't have it up there, the designated old growth stand, it's going right through the middle of it. How come? I mentioned it in the comments last time.

Perry: We looked at it and we probably thought that when we got to the old growth stand, and we got to more definitive siting, we could go around those. We wouldn't go through an old growth stand. You know I talked about peeling the onion. When you get down to the fact that you've got a route that you think is the best one, then you really go out and look at it in detail. We have a biological survey of the whole thing, and cultural surveys and engineering surveys trying to avoid all those things.

PAT member: I saw the other old growth stands on there. But you never show it on the new maps.

Perry: We might not have had them on the maps but we definitely had them, for sure. We've looked at them. See the note we have down there? We think it's an exclusion area. We didn't want to fudge things up at this point, okay?

PAT member: I was under the understanding that all of Highway 26 is a scenic corridor.

Perry: It absolutely is.

PAT member: You do cross Highway 26 with the preferred route there.

Perry: Quite frankly you can't go from Hemingway to Boardman through Grant County without crossing Highway 26.

PAT member: Maybe don't go through Grant County.

PAT member: Maybe that's telling you something.

Perry: When we get further down the road tonight, you'll see it's a key issue.

PAT member: You think it's what?

Perry: A key issue, an important issue. Kent got a letter last week from one of the landowners about the John Day Valley crossing, and the impact on the Journey Through Time Scenic Byway. Before we came to the meeting we drove down all the way to the crossing, and there would be places where the line would be visible, but there's a lot of intermediate topography that you could really use to screen it. You can drive down the road and look at the topography. At the crossing it's going to be visible, but what we'd try to do is find a location where we could get low and use topography as a backdrop and minimize the visibility of it. We got the letter and I was concerned, so we took a ride to look at it. I'm not telling you it won't be an impact, but it won't make the scenic byway a non-scenic byway.

PAT member: You can be specific enough to know where the crossing is but we can't see where it comes in relation to our land? Because on that map there's no indication to where that crossing is. We're guessing, but apparently you know where it is.

Perry: I made a good guess. I used that map.

PAT member: When you come to John Day Valley, when my kids come home, when they come in from your direction, wouldn't you fight like hell? That's a Massachusetts accent, I kind of figured, when you come out west and you see this little valley out here in Oregon, what do you think?

Perry: It's absolutely gorgeous.

PAT member: So let's slap this big ugly thing right in the center of it. What would you do?

Perry: I would be here at the meeting just like you are, but I wouldn't deal with generalities.

PAT member: You're talking about a wild and scenic river, what fuels this valley, is the fish beating us over the head. Trust me, everything I do, the fish are beating me over the head. You see that blue line, how it gets darker, right there it gets thinner? You know what

that is? There's a waterfall that the andronomous fish can't get above, that right there. So see, you are calling it a wild and scenic river, really, to people in this room it is that we're getting beat over the head is with fish issues. Yet apparently you're going to get the permits to do it. If any of us tried, we'd go to jail.

Perry: Getting permits is like being tortured. It goes on and on and on, we all know this is a difficult process. And we'll just try to be as responsive as we can, I know a lot of people have talked about I-84; we think I-84 is a good route too, but we're obligated under NEPA to look at alternatives.

PAT member: Does our input have very much impact on your final decision on what routes you will recommend?

Perry: Every input has impact on our final recommendation. I think on several levels, Idaho Power is listening loud and clear. EFSC is here too.

PAT member: I've been at these meetings, and frankly I haven't heard any positive comments for this power line going through Grant County. There's only been one line that was contributed by somebody from Grant County, and I'm not going to mention his name.

Perry: We know who he is.

PAT member: But everybody else...

Perry: The problem you're faced with is every county is going to tell you no.

PAT member: Is anybody listening to us?

Angell: We're listening and if you wait until we get through all of this analysis, there's a table that Dave is leading us to that is very important. I think it'll give you folks some pretty good insight, especially when you're making comments. So if you'll be patient with us, we'll get to where I think you want to be.

Curtin: A western route could come up in the scoping process. In the federal process. So we're better off being informed about them now than later. Is that a fair statement Dave?

Perry: Absolutely. Whatever the other counties' names might be, to protect the innocent, they could come up at any time and recommend a route, and if the BLM has any degree of reasonableness they're going to put it in the project. The best thing you can do is gather as much factual information, and I think there are lots of facts about the resources of Grant County, that would build a case for whatever the result would be. I'm trying to be as unbiased as I can be, but it's got a lot of things that are going for it.

PAT member: The preferred route that you've shown, have you talked to the Oregon Telephone Company? I think that's an area where they transmit DSL service.

Perry: I haven't heard anything on that.

PAT member: I think there's a transmission tower there.

Perry: The impact the transmission line might have on the DSL or whatever kind of operation it is? It's probably a factor that you could control with relocation. Jim's going to show you some of

the analysis we've done from the Northwest up in Boardman to the southwest, southeast, and you'll see the constraints that came up.

PAT member: I just wanted to put that on the record.

Perry: We can do that.

PAT member: Most of us in this room are not on a payroll other than our own. How many more of these meetings are we going to have before this gets to the official input stage? Right now it's just fostering to see where the path of least resistance is.

Perry: I think you're going to see we're not exactly developing this that way, and I'm not going to spoil Jim's punch line, but I think there will be some facts you'll be surprised at.

Angell: This is our last planned meeting with you. We do plan to have open houses. We'll have one here as well, regardless of whether a proposed route comes through Grant County or not. We'll still have an open house here to take the community through the process.

PAT member: I appreciate all the study you've done on this end of the county, but it shows one line going through northern Grant County. I don't see any of the study for that area, and I'm wondering why, where it comes out of Morrow County into Grant County, down into Monument, all the maps are showing all these studies from the Dayville area this way.

Perry: You're going to see it; it's coming right up.

PAT member: How could I comment if it's coming up and we're making the decision?

Perry: Tonight.

Angell: If you could be a little patient, we'll get through all of the data we have for you.

PAT member: Two meetings ago I asked for a sectional map. You and Rosemary both said I would get one. Well, I got one on my own. They're \$14.95 and they have them at every gas station in Grant County. Right here, okay? You just said this is our last meeting, right?

Angell: Yes.

PAT member: And you guys want our comments on this and we don't know where this thing is going? And this is our last meeting?

Angell: Well, this is our last meeting of PATs. We'll have the public meetings.

CAP member: I know. \$14.95.

PAT member: My husband and I went to the December meeting and asked for the same thing. The December meeting, for northern Grant County. And you said it was coming.

PAT member: I'll give you this one. One of your guys can spend the next 15 or 20 minutes looking on here. It would be really helpful for him and everybody around here to tell us where it is. Both of you promised us the last two meetings. I know you have it.

Perry: I believe you. I'm not sure we could sketch it on there that quickly and easily.

PAT member: But we're supposed to make comments.

Perry: We'll have to....

PAT member: Now it's gone to three proposed routes, three proposed routes right here. That is it. I don't know if everybody has noticed that.

Perry: And what is your comment about that?

PAT member: Why can't it be in a sectional map so the people in this room know if it's going through their property? This is a waste of time. I just drove all the way from Portland to come to this meeting and it's the same thing the last four meetings. We still don't know exactly which section it's going through. That's the point: every time we come, you say yeah, you'll put it on a sectional map, and every time you don't do it. I'm sorry, I'm livid. It's a waste of my time to come here again; it's a waste of everybody's time.

Perry: I don't think it's a waste of everybody's time.

PAT member: There are only three proposed routes; how can you not put it on a sectional map?

Perry: We just got to that. It's not a waste of time. Maybe it is for you, but I think other people will listen.

PAT member: Just three routes, one of them is about 300 miles.

Perry: Why don't you listen to the presentation and we'll explain why?

PAT member: Because you promised this before.

Perry: You made your point, I heard you loud and clear.

PAT member: You should have heard me at the last meeting.

Perry: Do we want to go on, because this gentleman isn't listening to anyone.

PAT member: Oh, come on.

Perry: Come on, we're working hard at this.

PAT member: This scares me. Sorry.

Blue Mountain

- The Blue Mountain region includes two alternative routes: a northern route and a southern route. Through a comparison based on construction difficulty, permitting difficulty and mitigation cost, the analysis determined the southern route to be more reasonable.
- Permitting difficulty factors:
 - The southern route avoids designated USFS visual quality partial retention areas.
 - The southern route avoids 17 miles of USFS special interest area for fish management.
 - Old growth forest areas would be avoided during micro-siting.

- Construction difficulty factors:
 - The southern route crosses 12 fewer miles of high construction difficulty area.

Onion Creek

- The Onion Creek region includes two alternative routes: the eastern route and the western route. The Onion Creek area is at the intersection of Union County, Grant County and Baker County. Through a comparison based on construction difficulty, permitting difficulty and mitigation cost, the analysis determined the east route to be more reasonable than the western route.
- Permitting difficulty factors:
 - The western route includes several state scenic waterways that cannot be crossed. It also includes wilderness study areas, roadless areas, and other features that would prohibit the construction of the transmission line.
 - The western route is not reasonable because it crosses designated USFS visual quality objective retention lands and parallels in close proximity to a nationally designated scenic byway.
 - The eastern route crosses 4.8 fewer miles of the buffer of the nationally designated Scenic Byway.
- Construction difficulty factors:
 - The western route has approximately 43 miles of high construction difficulty.
 - The eastern route crosses 6.5 fewer miles of high erosion hazard lands.

PAT member: I'm looking at your graphs here. It's telling me that the western route is pretty much how it's supposed to be when it comes to permitting and all that. Compared to these two routes, the way I'm reading it.

Perry: I'm not sure you can compare it quite that way.

PAT member: I'm just looking at your graph and comparing miles of difficulty.

Perry: Because they're so much longer. I think that is the difference.

PAT member: Why is this designated as a high permitting difficulty area? Go back on the area in red.

Perry: Along this route? Some old growth perhaps.

PAT member: Mostly on private land?

Perry: No. This route would be on the edge, just between private and public. But more definitive than that would be the topography through this area that make it high difficulty, I mean it's tough, it's really tough.

PAT member: So then its high construction difficulty, not permitting?

Perry: Right, and that may be the final deciding factor on this. This is just an enlargement of that Onion Creek area, the John Day wilderness area, and the roadless area, the Elkhorn, about a 200-

foot-wide area between the roadless and wilderness areas. Anything else? I'm going to turn it over to Jim.

Eric Hackett, Idaho Power: I wanted to put a couple of things in context. I realized that I'm a lot more involved in the project details on a daily basis. I'm Eric Hackett, Idaho Power; I'm the project manager for B2H, Boardman to Hemingway.

I'm just sitting in the back listening to everything and trying to put myself in your shoes to understand the frustration. I am just thinking out loud here, but I did want to try to put a few things in context that maybe will help at least keep you interested in the presentation, especially sir, we know a couple months ago you were so helpful in giving us information. We don't want to lose you and alienate you out of frustration.

PAT member: He just did it.

Eric Hackett: Well, let me see what I can do here to at least put it in context.

So, the reason we're not down to the section diagrams right now is because not everyone is at that same level. People come along differently to understand where we're getting at with these routes. You'll see by the end of the presentation that some of these routes won't even make it to the next phase. They won't even be carried forward beyond tonight. And we'll all likely come to agreement on that.

And the point is that when we get too detailed of maps too early in the process; when we think that there are routes that are fatally flawed as we've shown tonight that won't be carried forward, we've found that it's not helpful to anyone to put detailed property owner maps out there when we don't think those lines are ever going to show up again after tonight's meeting.

We didn't want to be pre-decisional in showing property maps, or section maps, or some of these routes that we do think are feasible or viable to be carried forward prior to everybody letting everyone see the routes that we don't think should be carried forward.

And that's really where we stand tonight. And I certainly understand your frustration and the time commitment you've put in. We appreciate that, but also just let me put in context that we say it's the end of the Community Advisory Process meetings we say it's hopefully, we can come to some routes that can be carried forward that everyone at least understands.

But, from there we have many years of permitting, and many more opportunities to give more detail and get more refined. I'm sorry to say it's a time commitment for all of us, and it's just one of the parts of permitting that we all have to come to grips with. I know it might not be something that you all want to hear, but it is something that's important to understand throughout the next couple of years, regardless of where the line ends up. It's up to you to be as involved as you care to be.

PAT member: You have given us a financial analysis of what the line costs, but you're only giving us a microscopic view of the financial analysis. I would like to see you take the broader picture here and analyze the cost of what you do when you take a community like Grant County, like this area. How are you giving it value? Why don't you assign a value number? What is the value of Aldrich Mountain? Assign a value to that, and take that into your financial consideration.

If you just look at it from a viewpoint of well, it's going to take this much to construct the line, it's going to take this much to buy the property to put the line on or construct the roads, I'd like to see you take a broader view of the value of the actual, I

guess. I don't know if it could be property values as far as, how would BLM value their mountains versus their desert? I don't know. You're not really looking at it. You're looking at the price of the line, but you're really not taking into account, how do you put a value on destroying the economy of a community?

(Applause from audience)

Eric Hackett: You're exactly right and that's a great point and well said. We tried to very much not include that only because it'll be included when we get down to a more refined route. Again, rather than take those 49 routes, or whatever it was, and try to put a financial value on those, or really an impact cost is I think what you're referring to, it's very subjective, and we didn't want to put everyone through that when there's very many of these 49 routes that won't be taken beyond the meeting this evening. But you're absolutely right that that will be taken into account in the economic analysis. That's part of the NEPA process when it goes through the draft environmental impact statement.

PAT member: What I'm asking is, if you do the economic analysis, the cost beyond just the construction cost will be part of the environmental impact.

Hackett: Yes, understood, and again beyond just the construction cost will be part of the environment impact.

PAT member: Does it require a judgment call?

Hackett: I'm not an expert.

Nickerson: You know, I will just pick up a little bit with what Eric was saying. The BLM and the resource folks who work on that study have to take into account historical landscapes that are crossed, the integrity of the character of the community, the basic visual impact of how a new element is accounted for in the landscape where it may not have existed before, versus putting something like a transmission line in an area where there are already existing transmission lines. It's all there and they come out in the impact statement. They're not forgotten.

When we're doing work at this stage, we understand those things can happen, and we have eyes and can see these things. But we're not doing the detailed analysis. We're setting paths that appear to make sense in terms of they avoid the kind of things that are identified in community comprehensive plans, resource management plans, Forest Service and BLM, zoning ordinances, what we can see on the ground. Studies on wild and scenic rivers and things like that.

We aggregate information and we try to avoid significant impacts, and come up with a path, I use the word path purposely here because my experience has been that while that path narrows down until the day some concrete is poured, the transmission line is always moving around responding to all the influences that come into the process.

We've been working on the Gateway West project for two years and every day the route changes, sometimes in a major way and sometimes in a minor way

PAT member: Could you jump forward to slide number 22 please. Hear me out on this. Let me point out something.

Nickerson: Why don't you let me come to it?

PAT member: Let me point out something. This is important. This is what makes me feel like such a dinosaur in my business. Whoever, when you guys present this to us, there are pitfalls. And sometimes you kind of fall into them, like that one where you had the power line going across the Strawberry Wilderness Area.

So whoever made this, why didn't they put the prohibited by management plan at the bottom and drop the two boxes to the bottom, so when this was presented at John Day my land wasn't covered up by a box? That would be nice.

Nickerson: That's not the purpose of the slide.

PAT member: OK, I have another question. Up in the corner, it says, "U.S. Forest Service Wilderness Area." Up there, in the left-hand corner. What is "no ONDA- proposed FSA" mean?

Nickerson: That is ONDA's view of the world in terms of what they think we need wilderness areas. And it doesn't hold a lot of weight

PAT member: You could have come here and said Aryan Nations and gotten along better than saying that. But go ahead.

Nickerson: I would like to drive through the analysis because I'm sure it will generate tougher questions.

Proposed alternative routes – Jim Nickerson, Tetra Tech, Vice President, Energy Services

After Dave Perry concluded his presentation, Nickerson presented the Eastern, Central and Western route alternatives. He explained how the routes were narrowed down to these alternatives. Nickerson's presentation included the following information:

- There are three categories of why routes were not advanced:
 - Routes that did not meet the project's purpose and need.
 - Routes that were contrary to government or private-sector management plans or to the law.
 - Routes that had combinations of high permitting difficulty or another single factor.
- One specific route that did not meet the project's purpose and need is the route that would have gone east around Boise through Idaho, and north into the state of Washington. The route was considered not reasonable for the following reasons:
 - The route would be 100 miles longer than any other route or combination of routes.
 - Residents of Idaho are just as likely to be concerned about natural resource protection as residents of Oregon are.
 - Washington residents would likely argue the transmission line does not need to go through their state to connect Boardman and Hemingway.

- Power is projected to be needed on the west side of Boise, not the east, in the near term.
- In the long term, routing the transmission line east of Boise would require Idaho Power to build two substations and more transmission lines.
- Another factor that eliminated some routes from consideration was a barrier in the middle of the project area consisting of state scenic waterways, federally designated wild and scenic rivers, roadless areas, wilderness areas and other protected and scenic areas.
- Some routes were not advanced because they would be very difficult, if not impossible, to permit.
- Some areas near Boardman present high permitting difficulty issues:
 - The Naval bombing range must be avoided. Two flight paths into the bombing range have 100-foot height restrictions on towers.
 - Several areas around Boardman are under management by the Oregon Department of Fish and Wildlife and the Nature Conservancy for the Washington ground squirrel, a Category One habitat.
 - In general, a transmission line would have to go around the bombing range from the north or south.
 - A western route from Grant County or Harney County must work around the Nature Conservancy managed area and must take into account another 500 kV line planned for that area.
 - There appears to be a path for the transmission line around the bombing range but the routes that go through the bombing range will not be advanced.
- The Baker Valley area includes some key resources such as pivot irrigation and sage grouse leks.
 - Several sage grouse leks are concentrated at the southern end of the study area, affecting two of the routes.
 - The Baker Valley also includes a Wildlife Management Area and residential development.
 - Further study could possibly reveal more sage grouse leks in the Baker Valley area.
 - Several routes have been eliminated from consideration in the Baker Valley because of their potential impact on agriculture.
 - Idaho Power wants to avoid building the line through Exclusive Farm Use land or through irrigated farmland.
 - A route that closely followed I-84 through the Baker Valley was eliminated because it included an airport exclusion area that would prohibit construction of the towers.
 - One route would create a new corridor across the Wallowa-Whitman National Forest.

- Several routes around the Snake River Valley will not be advanced for the following reasons:
 - Several of the routes proposed by the South PAT crossed both irrigated agriculture in Idaho and Exclusive Farm Use land in Oregon.
 - There is a 300-foot buffer around residences where the transmission line cannot be built.
- Many team members have suggested siting the Boardman to Hemingway line along the same corridor as the existing PacifiCorp Summerlake to Midpoint 500 kV line.
- Eliminating all the routes with high permitting and construction difficulty produced three alternative routes: Western alternative route, Central alternative route and Eastern alternative route.

Western alternative route

- The Western alternative route is 275 miles long, making it the shortest of the three alternative routes. However, the Western alternative route would require creating the most amount of new transmission line corridor.
- The Western alternative route is characterized by natural resource issues:
 - High quality streams
 - Two national forests with no existing utility corridors
 - Rugged terrain
- The Western alternative route crosses Grant County. Throughout the Community Advisory Process, residents of Grant County have commented that they are strongly opposed to having the transmission line built in Grant County, especially through the John Day Valley.
- The Western alternative route would require crossing two national forests that do not have any existing utility corridors.
 - The Umatilla National Forest management plan does not address transmission lines. It was written in the 1980s and is in the process of being updated.
 - The Malheur National Forest management plan does not address transmission lines. The plan was written in the 1980s and is in the process of being updated.
 - The Wallowa-Whitman National Forest has a designated utility corridor. The management plan contains very clear language concerning the placement of transmission lines. A new transmission line will not be considered across the forest unless the capacity within the existing utility corridor has been exhausted.
- It is not clear to Idaho Power where the transmission line could be routed through the National Forest. The Forest Service would be required to accept an application from Idaho Power for any of its routes under their Federal Land Policy and Management Act and other regulations. It's unlikely the Forest Service would approve a new corridor

through a national forest if the corridor through the Wallowa-Whitman still has capacity for transmission lines.

Central alternative route

- The Central alternative route is 284 miles long. The route crosses rugged terrain and more streams than the western route.
- The main difference between the Western alternative route and the Central alternative route is that the Central alternative route is located within the Baker Valley.
- The Central alternative route has a high level of construction difficulty.

Eastern alternative route

- The Eastern alternative route is the longest of the three proposed alternative routes by approximately 25 miles.
- The Eastern alternative route would run parallel to I-84 for 44 miles and also run parallel to existing transmission lines for 111 miles. The eastern route would require the least amount of new corridor (188 miles) and would be the least difficult route to construct.
- A disadvantage of the eastern route is that it could create concerns about the view shed from the Oregon Trail Interpretive Center.

Comparison of alternative routes

- The Western and Central alternative routes would use more public land than private land.
 - The Western alternative route would use 137 miles (50 percent) of public land.
 - The Central alternative route would use 110 miles (39 percent) of public land.
 - The Eastern alternative route would use 93 miles (31 percent) of public land.
- The Western and Central alternative routes would require more new corridor than the eastern route.
 - The Western alternative route would require 229 miles of new corridor.
 - The Central alternative route would require 224 miles of new corridor.
 - The Eastern Alternative route would require 188 miles of new corridor.
- The Eastern alternative route would possibly require crossing more irrigated farmland, but it would require less forest clearing.
- The Western alternative route would have the highest construction difficulty.
 - The Western alternative route would include 117 miles of high construction difficulty.
 - The Central alternative route would include 99 miles of high construction difficulty.

- The Eastern alternative route would include 65 miles of high construction difficulty.

Maps and data tables for each region can be found in Appendix 3. The maps and summaries of the permitting, construction and mitigation factors are also available on the project Web site, www.boardmantohemingway.com.

Grant County PAT Summary of Comments

A series of five comment forms were provided to team members at the meeting. The comment forms asked the following questions:

- 1. Is there a revised route that you believe is permissible and constructible that should be considered? Why?**
- 2. What are your “Likes” about the Western alternative route?**
- 3. What are your “Dislikes” about the Western alternative route?**
- 4. What are your “Likes” about the Central alternative route?**
- 5. What are your “Dislikes” about the Central alternative route?**
- 6. What are your “Likes” about the Eastern alternative route?**
- 7. What are your “Dislikes” about the Eastern alternative route?**
- 8. Based on the analysis, is there an alternative you support as a proposed route?**

Team members were encouraged to complete all comment forms and return them to Idaho Power before March 25, 2010. Several team members wrote letters or e-mails rather than filling out comment forms. Overall, 79 comment sheets and 93 letters and e-mails were submitted from the Grant County PAT.

All input provided throughout the Community Advisory Process will be used when Idaho Power submits its revised application to restart the NEPA process.

The following pages provide a summary of all comments collected from comments forms, letters and e-mails that were submitted by residents from Grant County. Comments are listed in order of frequency. Judgment was used to categorize comments submitted in the form of letters and e-mails.

The summary is an overview of the themes and opinions expressed by the Grant County PAT members. The information is not intended to be statistically reliable. Verbatim transcriptions of all comment forms, letters and e-mails can be found in Appendix 4.

Summaries of comments from all five PATs (Central, South, North, Grant County and Harney County) are available on the project Web site, www.boardmantoemingway.com.

Question 1: Is there a revised route that you believe is permissible and constructible that should be considered? Why?

The following additional routes were suggested:

- In the Southwest region, go straight across Route B (GR3 to GR4 to GR5) and continue across north of Seneca to join Route D.
- If the line has to go through Grant County, when it leaves Bear Valley and crosses the Aldridge Mountains it should continue heading north past Mt. Vernon rather than heading west, as it currently does.
- Any route that avoids the John Day Valley.

Question 2: What are your “Likes” about the Western alternative route?

The following comments were provided:

- “There is nothing I like about the Western alternative route.”

Question 3: What are your “Dislikes” about the Western alternative route?

The following comments were provided:

- Destruction of the beauty and scenic views in Grant County.
- Crosses special status streams.
- Negative impact to wildlife and habitat.
- Destruction of pristine, untouched wilderness areas in Grant County.
- Negative impact on the environment and natural resources.
- Higher construction difficulty than the other two route alternatives.
- Decrease in private property values.
- Negative impact to the economy of Grant County.
- More expensive to construct than the other two route alternatives.
- Would require new corridor in the Malheur and Umatilla forests.
- Requires more miles of new corridor than the other two route alternatives.
- Negative impact to fish species.
- Negative impact to the tourism industry in Grant County.
- Maintenance would be difficult.
- Crosses the John Day and Malheur rivers (both are designated wild and scenic rivers).
- Creates fire hazards and/or prohibits ability to fight wildfires.
- Uses the least amount of existing corridor, compared to the other two route alternatives.

- New roads would have to be built.
- Negative impact to recreation areas.
- Negative impact to archaeological and geological areas (fossil beds).
- High potential for landslides.
- Crosses the John Day Valley.
- Crosses large areas of highly erodible soils.
- Negative impact to private timberland.
- Crosses designated wildlife management areas.
- Access for maintenance would be difficult.
- High mitigation costs.
- Negative impact to watershed.
- Negative impact on public lands.
- Perceived to be the longest route.
- Forestlands would have to be clear cut.
- Negative impact to designated scenic byways (specifically the Journey Through Time Highway).
- Crosses roadless areas.
- Negative impact to cultural resources.
- Crosses old-growth forested areas.
- High difficulty of permitting.
- Crosses rugged terrain.
- Noxious weeds could develop.
- Crosses rural land.
- Negative effects to livestock and grazing lands.
- Difficulty of entering the Boardman substation area.
- Crosses Exclusive Farm Use land.
- Impacts climate stability.
- Crosses 1,750 acres of forested land.
- Crosses the Prineville District Recreation Management Area.
- Crosses Oregon National Desert Association proposed wilderness study areas.

Question 4: What are your “Likes” about the Central alternative route?

The following comments were provided:

- Follows more existing corridors.
- Less stream crossing than western route.
- Lower mitigation costs.
- Avoids the John Day Valley.
- Crosses fewer miles of irrigated cropland.
- Least impact on remote national forest areas.
- Aligns with populated areas.
- Fewer miles of high construction difficulty.
- Fewer miles of new corridor would be required.
- No landslide issues.
- Fewer miles of public land would be used.
- No new corridor in Malheur/Umatilla Forests.
- Avoids BLM-identified wilderness characteristic areas.
- Easier to construct and maintain.
- Less visual impact.
- Less permitting difficulty.
- Avoids the Oregon Trail Interpretive Center.

Question 5: What are your “Dislikes” about the Central alternative route?

The following comments were provided:

- Forests would have to be clear-cut for new corridor.
- Higher difficulty of construction and maintenance.
- Negative impacts to view sheds.
- Crosses many special status streams.
- Negative impact on wildlife habitat.
- Wildfire hazards.
- Negative impact to the area around the Elkhorn Mountains.
- Negative economic effects.
- Crosses private land.

- Ecological impacts to Owyhee State Park.
- Does not utilize existing corridor.
- Negative environmental impacts.
- Negative health impacts.
- Emergency radio & cell phone interference.
- Longer in length.
- More road construction would be required.
- High negative impact on public lands.
- Disruption to restrictive Forest Service/BLM visual protection areas.
- Crosses ONDA proposed wilderness study areas.
- Negative impacts to the Oregon Trail.

Question 6: What are your “Likes” about the Eastern alternative route?

The following comments were provided:

- Utilizes the most miles of existing corridor.
- Fewer number of special status stream habitats to be crossed.
- Easiest area for construction.
- Requires less clear-cutting of forestlands.
- Less expensive.
- Less rugged terrain.
- Less harm to natural resources, wildlife, visual qualities.
- Avoids the John Day Valley.
- Less economic and social impacts.
- Least amount of public land crossing.
- No landslide/erosion issues.
- Crosses least amount of restrictive Forest Service/BLM visual class areas.
- Populated areas not as high risk for visual detriments.
- Crosses higher percentage of already developed land.
- Requires the least amount of new corridor.
- Crosses fewer areas of elk winter range.
- Runs parallel to I-84.

- Would have a shorter timeline for completion.
- Shorter in length.
- Would be out of Grant County.
- Avoids west side of Baker County.
- Easy access for construction and maintenance.
- Most feasible of the three route alternatives.
- Permitting would be easiest of the three route alternatives.
- Economic benefits for Baker County.
- Crosses fewer miles of steep slopes.
- Less impact to wilderness study areas.
- Least overall impacts.

Question 7: What are your “Dislikes” about the Eastern alternative route?

The following comments were provided:

- Negative impact on the Interpretive Center view shed.
- Negative ecological and visual impacts to Lake Owyhee State Park.
- Crosses the most private land of all three route alternatives.
- Crosses more irrigated cropland of all three route alternatives.

Question 8: Based on the analysis, is there an alternative you support as a proposed route?

- The route alternative most often supported as the proposed route by Grant County PAT members was the Eastern alternative route.
- The second route alternative most supported as the proposed route by Grant County PAT members was the Central alternative route.
- No Grant County PAT members supported the Western alternative route.

Other comments:

- Idaho Power is not being honest and its employees do not respect the citizens of Grant County.
- Grant County citizens would benefit in no way from the transmission line.
- Idaho Power should generate power closer to its service area and customers that consume the energy.
- Property rights will be violated by the use of eminent domain.
- Negative health and safety effects will result from the transmission line.

- The construction of the transmission line will displace families from their land.
- The information (maps, analysis, etc.) provided by Idaho Power is not specific enough.
- Grant County was brought into the public process too late.
- The transmission line is not needed; Idaho Power has not proved need.
- The transmission line is a profit-making venture for Idaho Power.
- The transmission line should be built underground.
- The residents of Grant County will not be fairly reimbursed.
- The routes through Grant County were not developed by the residents of Grant County.
- Constructing the line through Grant County could possibly violate the Federal Paleontology Resource Management and Protection Act.
- The public process has been well organized; the efforts by the facilitators are appreciated.
- Idaho Power will face many legal conflicts if the western route is advanced further in the process.
- Other transmission lines will be built in the future if a corridor is created for this line.
- The route should be in Idaho.
- Idaho Power needs to personally notify all landowners along the proposed route before starting the NEPA process.
- Idaho Power thinks the western route will be easier to construct because it uses more public land than the other two route alternatives.
- There is an error on one of Idaho Power's maps – east of Seneca there is an 18- mile stretch of abundant archeological sites that are not shown on the map.
- The map of the western route does not show analysis for the northern part of Grant County (area between Monument and Morrow County).
- The Aldrich Mountains and the area adjacent to the mountains is being considered as a future site for resource management, fishing, hunting and backcountry recreation. The group supporting this is called "The Aldrich Mountains Working Group" and they are being coordinated by the organization Trout Unlimited.
- Idaho Power will use outside labor to construct and maintain the transmission line.
- The western route would cross the Scenic River Corridor of the North Fork of the John Day River.
- Grant County doesn't have as much power as Baker and Malheur counties because it is less populated.
- The transmission line will lead to more energy consumption in general.
- ONDA should not have priority over Grant County citizens.
- The line needs to cross the river immediately and avoid the John Day Valley.

Q&As and Discussion

Below is a transcription of the discussion between team members and staff from Idaho Power and Tetra Tech that occurred after the presentations.

PAT member: I thought you said at the last meeting it was okay for the line to go behind the Interpretive Center.

Nickerson: We keep working with the folks in Baker County. People say things.

PAT member: It was Kent that said it.

Nickerson: We think actually it can be accommodated in front of the Interpretive Center. We may be biased and we have to prove that case to BLM and EFSC proceedings. Also going behind the Interpretive Center actually has an undisturbed landscape and undisturbed piece of Oregon Trail. It just happens that they got the money and they built the Interpretive Center and it looks over the Baker Valley.

PAT member: There's a little bit of mining in there.

Nickerson: Yes, there is some mining, there's some Off-Highway Vehicle Use land. And then finally, we have a route that we really like, but it has some lek issues that we continue to work on with ODFW. But my point here was we got rid of a number of routes, but we kept some, and we actually have some alternatives because we needed to make these routes connect together.

PAT member: I just can't help it, but you've made a few little diagrams up there, and you've pointedly excluded going through the Nature Conservancy's land, and you've pointedly put out a proposed area by ONDA. So why can't we have a proposed area of Grant County? We all feel like we're just as special as the Nature Conservancy is. And we're certainly as special as ONDA. Do you see where we're coming from?

Nickerson: The Nature Conservancy area, that's a done deal. They have got an agreement with ODFW. It's managed as Category One habitat by law and the transmission line can't go through it. We've talked to them. Hear me out, because I think I can get to the other point.

The ONDA thing – we've got wilderness study areas, we've got a new regulation, the BLM has to compose here, where they have to go back now and study wilderness characteristic areas. And then there is ONDA, who has visions of what they think should be wilderness areas also. We know how to weight a wilderness area and wilderness study area. The characteristic area and ONDA area, we're not drawing any judgments about it. We know that they're there, and if you look at our characteristics and our detailed table you'll see they are weighted pretty low.

PAT member: What is the critter that The Nature Conservancy is protecting?

Nickerson: Washington ground squirrel.

PAT member: God bless the Washington ground squirrel, but you do know that on that one route there's a lot of wildlife? You've got, ODFW here, they can you tell you all about that; it's just as important as that little ground squirrel.

Nickerson: They may be to some people, but we don't make the rules on the ground squirrel. We just have to follow the rules.

PAT member: The areas that the Nature Conservancy and the study areas on the middle fork, the reason they have those lands...us guys have all the prime habitat, they have those lands because they put those ranches out of business and then they bought the land. But we're the ones still holding on to the prime habitat. So now you put out a big designation that says they're so significant that you can't touch it, because environmental issues pushed those ranches out of business and they bought them up. Does that make sense to anybody? They haven't got mine yet but they probably will.

PAT member: I look at this thing and when we originally did the GIS mapping meeting, that route wasn't on it. We got no public comment on that one before, and the thing that irritates me is that's probably along Highway 26, not going across Highway 26. Your previous PowerPoint just said it was going to cross over the John Day River. But it's going to travel along the scenic byway, so everybody in this town coming from John Day going west has to look at that thing from now on if that thing goes in.

Nickerson: I appreciate your opinion but we've looked at the terrain all through here. First of all, we didn't draw these routes. We fixed the original route; there was an original route.

PAT member: I disagree with you, sir, because when I went to that original meeting that route wasn't on it. And there are people in this room who also went to that GIS meeting, and that route wasn't on there. It was proposed either by Idaho Power or Tetra Tech.

Nickerson: No, that's not the case, we'll look at the map after the meeting. The other point you made is while we didn't endorse this route, we fixed it as best we can. As you've driven down Highway 26, we're talking about from a mile to three or four miles, there is a lot of intervening terrain between Highway 26 and where that transmission line is. There's one line of ridges, then there's a saddle, so it's not just blowing smoke at you, we have thought about this. So I don't want to get preaching here, I just want you to know I think we're getting a sense of the community here.

PAT member: We'll call that central route the Darwin route.

Nickerson: The Darwin route doesn't make anybody happy, probably.

PAT member: It makes me real happy.

Nickerson: Those are the three routes. We've laid out the three routes and compared them. This is where we would like you to be honest.

PAT member: I noticed on the western route it crosses 58 miles of forestland. Is that private forestland?

Nickerson: It's private and public.

PAT member: And the central route doesn't cross any? I notice it doesn't go across a portion.

Nickerson: If it's not on this one, you should see it on the last slide, a direct comparison. This one is looking at the issues of the middle, the central corridor, and what is called the eastern corridor. The point is we've pushed this central corridor so far east, what are we really trying to do here? We've got a common point here, and we've got a common point here, we have the Wallowa-Whitman utility corridor, which was proven in a study a year ago that we worked out

an alignment with them a year or so ago. It has been proven it has the capacity to accept another transmission line.

PAT member: We have heard all through this process, and from the very first meeting, that one of the reasons for the new power lines is all the wind turbines going up around North Powder to be put up on the grid, is that a fact not a fact?

Nickerson: I'd rather have Dave from Idaho Power answer that.

PAT member: In one of the very first meetings, I think I may have asked it then. All the wind-generated power being created around North Powder, Seven Diamonds, is that one of the factors in this power line? To put that power on the grid? Or the other lines there will take that?

Angell: This power line is not for those wind projects. They have applications in other transmission lines at 230 kV are being looked at for that.

PAT member: At the last meeting I asked this, can you for short stretches go underground with that high voltage line, to forget impact on sage grouse?

Nickerson: The issue of underground would work from a concept point of view. Whether you underground in front of the Interpretive Center, and took care of it from a visual point of view... it would probably work less well in solving sage grouse issues because you'd have some habitat.

The real issue is the issue of underground and 500 kV lines. There are in the United States some very urban short, several mile, underground lines in city streets and things like that. There are no experiences currently in the United States, and there's only a couple, I think like 30 miles in Europe, where there has been operational experience with a cross-county 500 kV underground installation.

PAT member: In Europe? Last time they told me you couldn't go over a mile. That it wasn't possible.

Nickerson: No, it's possible.

Eric Hackett: I think what we were saying last time is those cables are so big, that total distance of the longer you get, the more liability concerns, operations and maintenance concerns you have. And that's really where the distance limit comes from.

Nickerson: I think Idaho Power's position is that it's cost-prohibitive to put a remote, underground system with service terminations operating in the countryside in a system that's part of the backbone system of the northwest.

PAT member: I don't really care what it costs Idaho Power to do it.

Nickerson: Of course it's not Idaho Power paying, it's the ratepayer ultimately.

PAT member: So you're saying that the idea is to re-route the 230 kV, then you could bury the 230 kV and keep the 500 kV on the interstate.

Nickerson: I'm not going to write that check but it might be possible.

PAT member: I'm just saying, Every time we go to a meeting, we come up with something else that's worth listening to.

Nickerson: Those ideas are important.

PAT member: How noisy will these power lines be, this 500 kV? As far as you talk about the scenic view, will they be pretty noisy? If those people are within a mile of it can they hear it?

Hackett: The noise will be very minimal, the new technology, the conductor type we use.

PAT member: What about the wind running through it, the wind goes through something?

Hackett: Again, we use small enough conductors and space those conductors out.

PAT member: The towers are 200 feet tall?

Hackett: They'll be less than 200 feet.

PAT member: 190 feet?

Eric Hackett: The conductor will be up in the air 100-plus feet as well. Within a single bundle of wire, really, with the way that the hardware is built these days, wind noise, any kind of vibration noise, is really negligible.

PAT member: I really appreciate the analysis you've done. You've touched on my question. Your route comparisons so far do not indicate the differences between the three routes in terms of the amount of new road building that would be required for each of the three. And that would greatly affect the cost of each of the three routes.

Your western route, because it goes through so much new terrain, would require a lot of new road building. Grant County is far less roaded than either of the other two routes that you are considering. I would think that would be a very important part of a cost analysis.

And secondly I would like to support Sharon Cox's position when she was talking about the importance of opportunity cost in the cost analysis. It's more than just \$1.5 million per mile of construction, and that being an average figure that isn't particularly useful to us. Because the cost per mile or the average cost per mile of one route is going to be very different from the average cost per mile of another route because of all the variables that you'll encounter along that route.

Nickerson: It wouldn't surprise me to find that the shortest route is clearly the most expensive route, in terms of dollar cost and the human factor.

PAT member: Exactly.

Nickerson: Not just in dollar cost, but in terms of...

PAT member: That's my point. I was hopeful that at some point your cost analysis was going to address that possibility that the shorter western route, the Grant County route, might actually cost the most dollars in addition to costing the most resources.

Nickerson: I don't think it's useful to put the dollars on it. We really haven't done it. But I do say if it's a \$400 million project, because it's 280 miles long, then it could be \$40 to \$60 million dollars of mitigation cost. Maybe \$60 million on the western route, and maybe it's a \$40 million

on the middle route, and \$20 million on the eastern route. And the same from a construction difficulty point of view.

With engineering the same kind of factors come into play. You've got to get more steel up to higher elevations; you get more switchbacks to get things different places. That analysis will be done. But I think the parameters we are using of mitigation cost and length and rugged terrain are all things that Idaho Power clearly understands about how things could make sense in terms of what we do.

PAT member: At what point in time might those cost figures become available? Within months? Within weeks?

Nickerson: My experience with Gateway West is that when a project goes forward, there will be a planning level cost analysis done for it. There may have been one done last year. They have to do budgeting and planning and things like that. But I can't answer the question beyond that.

Hackett: I'm not sure when cost will be computed. But I can add maybe one thing about the access roads. We did the constructability analysis, and one of the factors considered in that was the availability of the existing access and slopes of terrain, the routes traveled on. So we did consider those factors in the constructability part of the analysis. And as a part of the EIS process, part of doing that, was determining an actual placement of roads.

Nickerson: Actually when the EIS goes forward, the analysis is based upon an indicative layout of all the roads, fly yards, staging areas, tower placement, and it's done for the whole project to calculate impact for any of the reasonable routes. It may be the red route that the utility submits, it may be the green routes that BLM identifies as routes that are going to be carried at the same level analysis through the EIS. They're all carried at the same level. It's full disclosure of the impact.

Hackett: Just as the narrative process has been back and forth, surely I would say the same with the cost. We would know more definitely what routes we don't need to put forward, as the time goes on we can start to calculate the cost when we know with more certainty what routes will progress. To say we'll have a final number in the next couple weeks is probably false. But we'll certainly with each stage have more definitive, more detailed financial analysis.

PAT member: Obviously everyone in this room is opposed to the idea of having a line come through Grant County. So what do you need to hear from us to make our argument? Obviously the "we don't want it here" argument hasn't worked. So what we need to provide are concrete points that say, "This is a bad line because of this, this and this."

Curtin: We'll get to some specifics on that.

PAT member: She brought up some good points. What is the maintenance cost once that line is built? Which one is going to be the most expensive to maintain?

Nickerson: The more remote route is going to be harder to maintain, both in terms of access and weather and things like that, and I'll turn to the engineers to say anything else they want to say about that.

Hackett: The only thing I would mention is about access roads. We won't necessarily always have an access road. We would like one, but I think we discussed this earlier, how it's really up to the negotiation with a property owner, or a stipulation in the right-of-way grant. Those maintenance costs will be part of the impact of those roads and how we're told to maintain them once we have those routes.

PAT member: Not only the roads you build, but what about maintaining your power line? Once it is put in you're going to have expensive maintenance periodically, whether in the wintertime and the line breaks, or if something goes wrong with the tower. Which is more expensive to maintain, the Grant County route, the eastern or the central?

Hackett: It really goes back to the road. Jim's point that the more remote it is, the harder it is for us to get there, whether it be by road or by helicopter or other means. Ultimately, maintenance is the same cost no matter where you site the tower.

Angell: If you have a high construction difficulty, you're going to have a high maintenance difficulty in that same area.

PAT member: You explained you eliminated some routes because they crossed, I think you called it a buffer, between Monument and North Powder?

Nickerson: A barrier.

PAT member: Yet the western route crosses east of Monument, crosses the John Day River, just like the other routes.

Nickerson: I believe it's west of Monument where the designation ends.

PAT member: I don't think so.

Curtin: That's what we need to know; those are the specific comments.

PAT member: It crosses east of Monument.

Curtin: I am going to try to sum up again, if you have more questions you can stay, and that's the type of information we do need to know. I'm going to go out on a limb a bit here and explain the complexities of what I've learned with being involved with this, of trying to site a transmission line.

Idaho Power is required to submit an application with a proposed route. It is a requirement. This gets to the parcel-level data as well; it's how much work they do outside the permitting and the federal process, and how much do they do within?

When you get to the parcel-level data, it's a lot of work and it's very specific. So here's how I want to not ignore your comments on needing more detail on these proposed alternatives. Eric said they would try to get segment maps up on the Web site for these alternatives. So Eric? I'm quoting you.

PAT member: We've heard that before.

Curtin: I know you have, trust me, I have heard you and fought with that. But again, do you get that level of data for 45 lines, or do you try to go at a higher level and narrow it down and try to put those resources to it? I think that's the best way I can answer that. Again, we'll go back and get that section-level data within those three routes.

PAT member: But will we get that within the two weeks that you want comments back?

Curtin: I want to say yes.

PAT member: There are not 45 lines, there's two and a half. Not 45. You keep on saying 45.

Curtin: Now there's two and a half, and maybe not two and a half because that's my next question. Let me go back to this: How fast can we get the section line data up?

Hackett: We'll work to try to get it up as fast as we can so they're actually viable for you all to see. Because now that we have these more limited routes we can make some larger scale maps in a more timely fashion. The reason I'm not saying a specific date is because we have to look at this; we want to make sure that no details are left off. But we will try to get them out there as hard as we can.

Curtin: We can't ask them to commit to a comment period if we ... It goes both ways.

Angell: If we limit it to Grant County where the western route is, does that improve the odds? The time?

PAT member: I'm a little confused. I'm sort of slow on the uptake I guess. You've got three routes now, and you eliminated all of the other routes. One of them comes through our area, I guess. Are you going to spend more time, money and effort getting the landowners' plots and stuff for all three of these routes? Or are you going to narrow the three down to two, a primary and an alternate, and submit that for approval to the BLM, Forest Service, whatever?

Angell: All we have to do is submit a proposed route

PAT member: So you're not going to have an alternative. You're going to pick one of these three routes; based on whatever complications you come up with.

Angell: With all the input from the committees, we will submit a proposed route and if we don't submit any alternates, or maybe we have alternates in the Baker City area whatever, that is based on the input we get.

PAT member: Is that preferred or proposed?

Angell: That's proposed. That's part of the action. The action is, we propose to build a line here, and the BLM evaluates it.

PAT member: So it might not even be the one route.

Angell: That's correct.

PAT member: When will you determine that? You get these comments, I understand, then when will that be? Two months from now? A year from now?

Angell: That's March 25, just after the March 25 date, taking in the information. And I don't know how long it's going to take Rosemary to put all that data together. It's not going to take very long.

PAT member: Then we're sending these comments in on these three routes. What happened to all those other lines? Because there's sure been a whole bunch of other ones that come off this map. Are they gone?

Angell: Yes, that's what we're proposing tonight.

PAT member: All the red lines? We're just dealing with these three?

Angell: Yes.

PAT member: That's kind of a help. I'm looking through here; on the western route it shows a lot of landslides, and none on the central or eastern. There's a possibility of landslides, only on the western route.

Angell: That's a negative thing.

PAT member: It didn't show it on the other two.

Perry: I'd have to look at the data table, but we looked at it for each of the routes.

PAT member: So our western one is the only one with a lot of landslide possibility?

Angell: That increases the construction cost.

PAT member: That answers my question. Thank you.

Angell: Where you have those chutes of landslide areas, you don't want to put structures there. So that's in your favor.

PAT member: I'll fill these comments all out, but I'm going to have to do it at home. Because it's going to take more than I can do tonight.

Curtin: I need to sum this up so we can go. I'm still concerned that we've given you a deadline without giving a response on when we can get these maps up. So as fast as we can and we'll talk to address that deadline.

Hackett: We're going to look and see if it's useful and we're going to shoot for next week.

PAT member: Will it be all right if I get these comments back to you by the middle of the week?

Curtin: Absolutely. I'm going to correct Dave just a little bit. We have four questions for you tonight: We want to make sure of all of these three routes are acceptable to advance. So hear me out... so what we need to know, are there other ones, I'll call the question, so we have a comment sheet of, are there other ones in the range that you think could be advanced? That's one question. We want to make sure we haven't missed anything.

Then again we're looking at the likes and dislikes. These are proposed, these are not set in stone. Back to Adam's comment to me, the best thing you can do is make your comments specific. "We don't like it, we don't want it," only gets you so far. Again, go a little bit deeper one more time. I know you've done this already.

PAT member: In other words you want a reason why.

Curtin: We want reasons why. And the other question we're floating tonight is, "Out of this range, is there one you could possibly support?" If you're not comfortable answering it, don't

answer it. But we're floating the question based on this analysis. Again, we have these meetings to do in four other areas. Fair enough? We'll take a break; we'll stay and answer questions as long as you have them.

Meeting dismissed.