Boardman to Hemingway Transmission Line Project

South Project Advisory Team Meeting #4

Summary

Dec. 8, 2009

4 p.m. – 9 p.m.

Four Rivers Cultural Center

676 SW 5th Avenue

Ontario, OR 97914

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Community Advisory Process Background

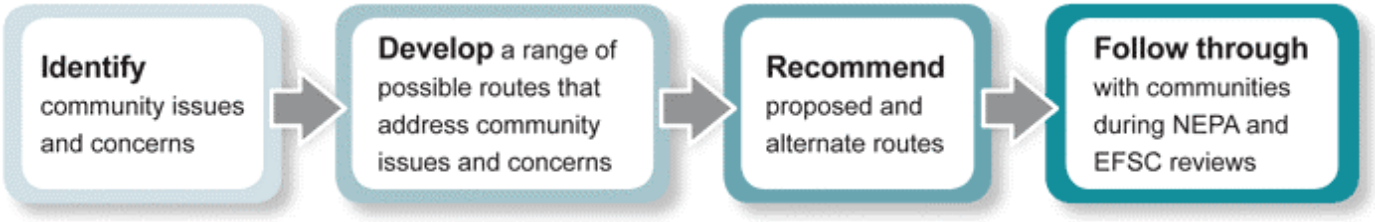
Idaho Power is committed to partnering with communities to identify proposed and alternate routes for the Boardman to Hemingway Transmission Line Project. The initial process of identifying a route began in late 2007 when Idaho Power submitted documents to the Bureau of Land Management (BLM), U.S. Forest Service (USFS) and Oregon Department of Energy-Energy Facility Siting Council (EFSC). 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 Spring 2009, Idaho Power initiated a process to engage communities—from Boardman, Oregon, to Melba, Idaho—in siting the Boardman to Hemingway Transmission Line. This process is called the Community Advisory Process. As a part of the Community Advisory Process, a Project Advisory Team has been formed in each of the three geographic project areas: North, Central and South. The Project Advisory Teams are made up of residents, property owners, business leaders and local officials.

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

During the Community Advisory Process the Project Advisory Teams will:

- **Identify** issues and concerns; develop criteria for evaluating possible routes and integrate community criteria with regulatory requirements.
- **Develop** a range of possible routes that address community issues and concerns. Routes will be identified through mapping sessions; routes not meeting the regulatory and community criteria will be removed from consideration.
- **Recommend** proposed and alternate routes, which will be carried through the permitting process.
- **Follow through** with communities during the state and federal permitting process.



Project Advisory Team (PAT) Background

The South Project Advisory Team (PAT) includes representatives from Malheur, Harney and Grant counties in Oregon, and Owyhee, Canyon, Payette County and Washington counties in Idaho. Since Spring 2009, Idaho Power has hosted three South PAT meetings and three public meetings in the South advisory area.

Summaries of the first, second and third set of PAT meetings and the public meetings held in the summer and fall of 2009 are available on the project Web site www.boardmantohemingway.com.

PAT Meeting #1

The first South PAT meeting was held May 21, 2009 in Ontario, Oregon.

The purpose of the first South PAT meeting was to:

- Review work to date, project status and how the Community Advisory Process would proceed.
- Discuss the purpose and need for the Boardman to Hemingway Transmission Line Project.
- Identify community concerns and suggestions for siting the transmission line.

PAT Meeting #2

The second South PAT meeting was held July 28, 2009 in Ontario, Oregon.

The purpose of the second South PAT meeting was to give team members a better understanding of:

- The federal, state and public processes involved in the project.
- The regulatory and engineering criteria that will be used to develop routes for the transmission line.

Team members were presented the regulatory, engineering and community criteria that would be used when developing possible routes for the transmission line.

- **Regulatory and engineering routing 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 criteria** include the concerns and suggestions identified by Project Advisory Teams in each area of the project – for example, irrigated farmland.

Identifying routes for the Boardman to Hemingway Transmission Line will involve multiple processes and jurisdictions, agencies and communities. Idaho Power invited representatives from the BLM, ODOE-EFSC, U.S. Forest Service (USFS) and Oregon Fish and Wildlife (ODFW) to the second PAT meeting to participate in an informative panel discussion and present their agencies' regulatory criteria and review processes.

The second PAT meeting provided team members with an opportunity to learn more about regulatory criteria and ask questions directly of the federal and state agencies involved with the authorization of the Boardman to Hemingway Transmission Line Project. Team members also refined the community criteria at the second South PAT meeting.

Public Meetings

In August 2009, seven public meetings were held in the North, Central and South project advisory areas. The public meetings were held after the Project Advisory Teams met twice to formulate community criteria for siting possible routes for the transmission line.

Public meetings were held in Parma, Idaho, on Aug. 25, Marsing, Idaho, on Aug. 26 and Ontario, Oregon, on Aug. 27 for the South advisory area.

Concerns and suggestions of the general public were closely aligned with those of the PAT members.

The purpose of the public meetings was to:

- Give the public an overview of the project.
- Share the outcomes of the PAT meetings with the public
- Allow the public to ask questions and provide input on criteria for siting the transmission line.

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

Comments submitted at the public meetings indicated the public generally agreed with work completed by the Project Advisory Teams and the criteria that would be used to site the transmission line.

PAT Meeting #3 and Mapping Workshop

The South PAT evening meeting was held Sept. 30, 2009 and the South mapping workshop was held Oct. 1, 2009. Both meetings were held in Ontario, Oregon at the Four Rivers Cultural Center.

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.

Overall, 49 routes were developed by the South, Central, North, Harney County and Grant County Project Advisory Teams. The South Project Advisory Team developed 15 of these routes.

PAT Meeting #4

The purpose of the fourth South PAT meeting was to present the analysis conducted to date of each PAT-proposed route and present the method used to conduct that analysis. A full summary of the fourth South PAT meeting is included in this document.

Project Advisory Team Meeting #4 Overview

Introduction

In Fall 2009, Idaho Power hosted five mapping workshops in each advisory area of the Boardman to Hemingway Transmission Line Project: South, North, Central, Harney County and Grant County. The purpose of these workshops was for team members to work closely with technical experts to propose routes for the transmission line.

Overall, the five Project Advisory Teams developed a total of 49 routes. On Oct. 1, 2009 the South Project Advisory Team (PAT) proposed 15 routes at the mapping workshop held in Ontario, Oregon.

When the mapping workshops concluded, Idaho Power's engineering firm, Tetra Tech, began the process of analyzing each route proposed by the PATs. 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.

In December 2009, the status of the analysis was presented to team members at the fourth set of PAT meetings. The complete analysis will be presented to team members at the fifth set of PAT meetings, which are anticipated to be held in early 2010. The complete analysis will include the ease and likelihood of permitting, constructability and cost for each PAT-proposed route. When the analysis is complete the PATs will begin to select which routes will be advanced into the NEPA process.

Meeting Agenda and Format

The purpose of the fourth South PAT meeting was to:

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

The meeting was held Dec. 8, 2009 at the Four Rivers Cultural Center in Ontario, Oregon.

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

Presenters:

- 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 Appendix 2.

- South PAT meeting #4 agenda

- **"**Planning evaluation of PAT routes S13, S6, S25 and C13" handout
- Idaho Power PowerPoint presentation
- Tetra Tech PowerPoint presentation
- "Table of All Community Criteria and Idaho Power Criteria" handout
- "Table of CAP Community and Idaho Power Company Criteria Importance" handout
- "Route Analysis" comment form

A CAP and PAT Route Analysis Map Book was developed for this meeting. One book was provided at each table. A copy of the contents of this book can be found in Appendix 4. The CAP and PAT Route Analysis Map Book included:

- Maps of each original PAT-proposed route.
- Maps of how each original PAT-proposed route was revised to avoid constraints.
- Tables listing the constraints of each original PAT-proposed route.

Team Input

Twenty team members completed the "Route Analysis" comment form at the meeting. Five additional comment forms were submitted by mail after the meeting. Transcriptions of the comment forms can be found in Appendix 3. Responses included:

- More weight needs to be given to city impact areas and irrigated farmland in Idaho and Oregon.
- Idaho Power should change the rating of private property from "low avoidance" to "high avoidance."
- The routes of east of Boise need to be analyzed. The removal of these routes is disingenuous to the Community Advisory Process.
- More copies of the CAP and PAT Route Analysis Map Book should have been provided.

Presentations

Welcome and Background – Kent McCarthy, Idaho Power, Community Advisory Process Leader

McCarthy welcomed participants, asked everyone to introduce themselves and reviewed the agenda. McCarthy reminded team members that the objectives of the meeting were to discuss the analysis methods and present the status of analysis for each PAT-proposed route. He also provided the following background information about the analysis:

- Idaho Power is committed to taking the input from the community and incorporating it into the revised application that will be submitted into the NEPA process.
- Idaho Power will not present a detailed analysis of each route at this meeting. This is a mid-term meeting to discuss the status of the analysis on the routes proposed by the PATs. The complete detailed analysis will be presented at the next meeting, which is anticipated to be held in early 2010.
- Thus far in the analysis, Tetra Tech has recorded and labeled all routes received from PAT meetings. The constraints have been determined for each proposed route. Tetra Tech has revised the PAT-proposed routes to avoid these constraints. Later in the meeting, representatives from Tetra Tech will discuss in more detail how each PAT route was revised.
- Idaho Power has made no decisions about the PAT-proposed routes except for routes S13, S6, S25 and C13. The reasons for not advancing these routes will be explained in this meeting.
- There is a CAP and PAT Route Analysis Map Book on every table. This book outlines the analysis of each route.
- The analysis process is not completed. The complete analysis will be presented at the next meeting, which is anticipated to be held in early 2010.

Team Business – Rosemary Curtin, RBCI, Facilitator

Curtin thanked everybody for attending the meeting and reviewed the following team business:

- Some meeting materials are being shared at the tables. All meeting materials will also be posted on the project's Web site, www.boardmantohemingway.com. If you would like a hard copy of any of the materials mailed to you, please contact Amanda Edge at RBCI, Amanda@rbci.net, (208) 377-9688.
- Summaries of the third set of PAT meetings are posted on the project Web site.
- Comment sheets will be provided during the presentations so team members can submit feedback about the analysis process.

Idaho Power Recommendations – Kent McCarthy, Idaho Power, Community Advisory Process Leader & Dave Angell, Idaho Power, Manager of Delivery Planning

McCarthy reviewed the Project Order and Idaho Route meeting that had been held in Parma on Nov. 30, 2009. Team members had requested this meeting to discuss the Oregon Department of Energy's project order and speak with resource agency representatives from Idaho.

At the Project Order and Idaho Route meeting, Idaho Power presented four PAT proposed routes that will not be further advanced. Idaho Power has chosen to not advance routes S13, S6, S25 and C13 because they would require too much infrastructure to build and would present risk to the Boardman to Hemingway Project and the Gateway West Project. McCarthy and Angell's presentation included the following information:

- Idaho Power re-evaluated the project area. The original project area went into Canyon and Washington counties, but not east of Boise. At the mapping workshops Idaho Power told team members that they could develop routes anywhere they preferred, even outside of the project area.
- Idaho Power recognizes that prior to the mapping sessions, several team members said they planned to propose routes east of Boise. These team members said their intention of developing the routes east of Boise was to join the Boardman to Hemingway 500 kV line with the future planned 500 kV line for the Treasure Valley Electrical Plan.
- Every route, at any time, first goes through a planning-level evaluation. Therefore, Idaho Power undertook a planning-level evaluation of the routes that were developed east of Boise outside the project area. The planning-level evaluation does not consider the ease of permitting for the routes.

Treasure Valley Electrical Plan

- Idaho Power produced the Treasure Valley Electrical Plan (TVEP) in 2006. The timing for construction of the TVEP 500 kV loop is dependent upon load growth and will not occur all at once. The completed TVEP system would be capable of serving 1.6 million people.
- According to the TVEP, there are two alternatives to reinforce the Treasure Valley's electrical system in the near term without bringing in a new energy source from outside:
    - Tapping an existing Boise Bench – Brownlee 230 kV transmission line in the Pearl area.
    - Tapping the Midpoint – Summer Lake 500 kV transmission line near Melba. Idaho Power is in the process of tapping the Midpoint – Summer Lake 500 kV line at the Hemingway Substation, which replaces the planned tap near Melba.
- In 2006, Idaho Power informed project managers it was important to have one of these projects built as soon as possible. Project managers were informed that the project that would go forward first would be the one that was most likely to get permitted first. Tapping the existing Midpoint – Summer Lake 500 kV line turns out to be the most feasible, so it is the one being carried forward.

- Currently four 230 kV lines run from the Brownlee Power Plant and Hells Canyon Complex to the Boise Bench substation. The planned 500 kV line that is part of the TVEP is planned to be built much further in the future, not in the initial stages of the TVEP.
- The TVEP identifies four to five future 500 kV substation facilities that will need to be built to serve the Treasure Valley when the population has reached saturation. Each one of these substations is designed to be able to provide approximately 1,000 megawatts of capacity.
- The Hemingway substation will tap into the existing PacifiCorp 500 kV transmission line that runs through the southern Treasure Valley. This project is the first stage of the 500 kV loop.
- The triggering event for the second 500 kV substation will be when the peak load can no longer be served. This is estimated to occur in about 25 years. Idaho Power's present plan is to build the South Ada Substation and associated 230 kV transmission line into the valley at that time.
- The planned 500 kV loop around the Treasure Valley will not go into the Boise Bench substation. The Boise Bench substation is a mature substation and there is no room for Idaho Power to put 500 kV equipment in that substation. Currently the only connections into the Boise Bench substation are 230 kV supply lines.
- Idaho Power does not intend to connect the future 500 kV line and the Boise Bench substation; it plans to replace one of the existing 230 kV lines. The replacement of this 230 kV line would remove one 230 kV line that is presently feeding into Boise Bench.
- Replacing the 230 kV would require Idaho Power to redirect the power from this line somewhere else in the valley. As planned, Idaho Power would build the Pearl substation and the South Ada substation to inject power into the valley.
- The Treasure Valley now has about 500,000 people. Idaho Power forecasted load growth when analyzing the Hemingway substation and determined this would be the first 500 kV substation built to bring energy into the Treasure Valley.
- Idaho Power examines the reliability of the system and determines whether the Treasure Valley could still receive power if a transformer in the Hemingway substation were to go out of service in a peak loading condition. When the load of the Treasure Valley gets to the point that an outage in this substation would cause the loss of power, another substation will be constructed.
- Originally, the substation that was planned to be constructed after Hemingway was the Sand Hollow substation. However, when Langley Gulch was built, 300 megawatts of capability were added and the plans to build the Sand Hollow substation were deferred. Sand Hollow will be completed someday to complete the TVEP loop.
- Currently, the next substation that is planned to be built after Hemingway is the South Ada substation. This substation is planned to be built between 2035 to 2040. Both Pearl and Sand Hollow would be built some years after South Ada.

Boardman to Hemingway and Gateway West

- The Gateway West Transmission Project is a proposed two-circuit 1,500-mile 500 kV transmission line between Wyoming and Idaho. Gateway West is a joint project between Idaho Power and PacifiCorp. The northern portion of the Gateway West line will form the southern leg of the Treasure Valley 500 kV loop.
- The permitting process for Gateway West is currently under way; the BLM is developing a draft Environmental Impact Statement (EIS) for this project. The draft EIS is evaluating several alternative routes for the northern section of the Gateway West Project.
- Idaho Power and PacifiCorp purposely did not include the Boardman to Hemingway Project as part of the Gateway West Project. PacifiCorp plans to build transmission lines down to the California/Oregon border and does not plan to build transmission lines to the Boardman area.
- The routes that the PATs proposed east of Boise would link a section of Boardman to Hemingway line with the Gateway West line. Linking the two projects would present risk to the Boardman to Hemingway project. For example, if the permitting process for the 1,500-mile Gateway West Project were delayed, this could delay the progress of the Boardman to Hemingway line. Conversely, if the Boardman to Hemingway project is slowed, this could adversely affect the Gateway West Project. Idaho Power is not willing to take the risk of having the two projects affect each other in such an adverse way.
- Currently, Gateway West and Boardman to Hemingway are on the same timeline; both are expected to be in-service in 2015. However, Gateway West is dependent upon resource development in Wyoming and this could delay the project.
- The purpose of the Boardman to Hemingway Project is not to complete the TVEP. It is to connect Hemingway to Boardman. Tying the Gateway West and Boardman to Hemingway projects together is undesirable because it would expand the scope of both projects.
- The scope has already been established on Gateway West and Idaho Power is not willing to re-establish the scope on Gateway West. Tying the Gateway West and Boardman to Hemingway projects together would put both projects at risk and Idaho Power believes that risk is unacceptable. When routing the Boardman to Hemingway transmission line, it is Idaho Power's preference to stay west of Boise.
- In January, Idaho Power can provide the PAT more information about the risks and concerns about combining the Gateway West and Boardman to Hemingway projects.

Input from Grant and Harney Counties – Kent McCarthy, Idaho Power, Community Advisory Process Leader

In September 2009, the South and Central PATs proposed routes in Grant and Harney counties. In October and November 2009, Idaho Power hosted meetings in Grant and Harney counties to get their input on the PAT-proposed routes. McCarthy presented the outcome of these meetings to the South PAT. His presentation included the following information:

- In October two public meetings were held in Grant and Harney counties, one in John Day and one in Burns. The purpose of these public meetings was to present the PAT proposed routes to the citizens of Grant and Harney counties and identify potential PAT members.
- After the public meetings, a Project Advisory Team was formed for each county. These PATs have met two times. The purpose of the first meeting was to gather concerns and suggestions so community criteria could be formed for each PAT. At the second meeting, PAT members had the opportunity to develop routes and comment on the routes that were proposed by the South and Central PATs.
- Summaries of all PAT meetings and public meetings held in Grant and Harney counties are available on the project Web site, www.boardmantohemingway.com.
- The citizens of Harney County had the following concerns:
    - A route through Harney County is not practical.
    - A route through Harney County would be much more expensive.
    - A longer route will be more expensive and this will mean higher rates for Idaho Power customers.
    - Environmental groups will not allow a route through Harney County.
    - Benefits to Harney County are uncertain. Any economic benefits to Harney County would likely be short-term.
    - The line will not benefit Harney County unless it can be connected to nearby wind farms.
    - The transmission line will negatively affect the environment.
    - The transmission line will require construction of new access roads.
    - Undeveloped areas should be protected.
    - The line could create adverse effects to views, protected environmental areas and wildlife.
- The citizens of Harney County had the following suggestions for siting the transmission line:
    - Use existing corridors.
    - Follow the I-84 corridor.
    - Shadow an existing line.
    - Site on public land.
    - Avoid Exclusive Farm Use land.
    - Consider wildlife areas.
    - Use the most direct route between Boardman and Hemingway.
    - Use Idaho Power's original route.

- The following community criteria were developed for Harney County. These community criteria were based on the concerns and suggestions identified by the citizens of Harney County:
    - Placement Opportunities:
        - Existing energy corridors
        - I-84 corridor
        - Areas with potential for wind power
        - Direct route between Boardman and Hemingway
    - Avoidance Areas:
        - Wildlife habitats (especially sage grouse leks)
        - Undeveloped or wilderness land
        - Riparian areas (strips of land that border creeks, rivers or other bodies of water)
        - Exclusive Farm Use land
        - Private land
        - Forests and timberland
        - Roadless areas
- The citizens of Grant County had the following concerns:
    - The transmission line would have a negative effect on scenic areas. Grant County residents treasure scenic beauty and open space.
    - The transmission line could lower property values by damaging views.
    - There are few clear benefits to Grant County of having the line constructed there. Construction jobs might bring only a short-term benefit and Idaho Power would use Idaho crews for maintenance.
    - Tax benefits to the county would be minimal if the line were built in Grant County.
    - Building the transmission line so far to the west of the center route is not practical.
    - It would be less expensive to use the shorter route that is closer to the I-84 corridor. Higher costs for Idaho Power will translate into higher costs for power users.
    - Residents of Malheur and Baker counties pushed the line over to Grant County because they did not want it in their own counties.
    - Grant County residents should have been invited into the CAP process earlier.
    - Grant County doesn't have as much influence as Malheur and Baker counties because it has a very low population.

- The citizens of Grant County had the following suggestions for siting the transmission line:
    - The line should be constructed close to the I-84 corridor.
    - The line should be as short as possible to save Idaho Power money.
    - The line should be available locally for transmission if wind projects (or other alternative energy sources) are developed nearby.
    - Idaho Power should seek in-state sources of energy so it doesn't have to transmit energy from Oregon.
    - The line should not go through John Day Valley, where many Grant County residents live.
- The following community criteria were developed for Grant County. These community criteria were based on the concerns and suggestions identified by the citizens of Grant County:
    - Placement Opportunities:
        - Existing energy corridors
        - I-84 corridor
        - Direct route between Boardman and Hemingway
    - Avoidance Areas:
        - Undeveloped areas
        - Wilderness areas
        - Rural areas
        - Roadless areas
        - Riparian areas (strips of land that border creeks, rivers or other bodies of water)
        - Scenic areas (i.e., the cedar grove, fossil beds, view sheds)
        - Recreation areas
        - Wildlife habitats (i.e., sage grouse leks, big game winter range)
        - Forest land and old growth
        - Private property
        - Exclusive Farm Use (EFU) land
- Harney County PAT members proposed two line segments in Malheur County. The main objective of these proposed routes was to avoid EFU land. Grant County PAT members did not propose any routes or segments; however, they did submit numerous comments on routes proposed by the other PATs.

- The Grant County PAT members were unanimous in stating that they did not want the transmission line to be built through Grant County. Many citizens in Grant County also criticized Idaho Power for not forming a PAT earlier in the process and not notifying them of the meetings in a timely fashion.

Route Analysis Process – Dave Perry, Tetra Tech, Routing and Siting Manager & Jim Nickerson, Tetra Tech, Vice President of Energy Services

Idaho Power's engineering firm, Tetra Tech, began analyzing all PAT-proposed routes between September and December. The analysis is expected to be complete in early 2010. Perry and Nickerson presented the methods that are being used to analyze the PAT proposed routes and also presented the status of the analysis. Their presentation included the following information:

- Forty-six routes and segments were proposed by the PATs in Fall 2009. The routes and segments make up about 2,000 miles. The route analysis process began in early October 2009. Each route and segment is being given equal consideration in the analysis process. A map of all the PAT proposed routes is available on the project Web site, www.boardmantohemingway.com.
- The goal of the analysis is to find several routes that are permittable, buildable, and cost-effective. These routes will go into Idaho Powers resubmitted application for the NEPA process. Idaho Power and Tetra Tech are continuing to collect data and refine routes. The routes that have been proposed by the PAT members provide valuable information about areas that should be avoided and areas that should be considered placement opportunities.
- Thus far in the analysis, Tetra Tech has recorded and labeled all routes received from PAT meetings. The constraints have been determined for each proposed route. Tetra Tech has revised the PAT proposed routes to avoid these constraints.
- At the mapping workshops team members completed a Route Record Form. On this form the developer of the route could provide a description of why the route was chosen and list specific features the proposed route avoids. Tetra Tech reviewed the PAT members' proposed routes and suggestions very closely.
- Tetra Tech has prepared a CAP and PAT Route Analysis Map Book that includes a map of each PAT proposed route. The constraint table lists the constraints of each route and includes the total mileage of each route and segment.
- After determining the constraints of each route from the data, Tetra Tech examined each route from aerial photos and made adjustments based on the features that were shown in these photos. The aerial photos gave detail that wasn't available on the GIS mapping, such as farm buildings and homes.
- When revising the routes, Tetra Tech attempted to move the routes to the edge of agricultural fields, or to areas not developed for agriculture. Steep mountainous areas were also avoided because building the transmission line in these areas would require more maintenance. Mountainous areas also create a larger environmental impact and it is more expensive to build the line in these areas. Access roads would have to be constructed for the parts of the line cross mountainous areas; three miles of access roads are factored in for every mile of transmission line.

- During the analysis, Tetra Tech has received input from:
    - The Nature Conservancy – Tetra Tech wrote to the Nature Conservancy and asked for comments on the PAT proposed routes. The Nature Conservancy replied with a 20-page letter discussing some of their conservation easements. The Nature Conservancy's response will be integrated into the analysis.
    - The Oregon Department of Fish and Wildlife – Sage grouse leks are a primary constraint to routing. New information has been released about which leks are occupied and which aren't.
    - BLM Prineville District – Tetra Tech met with the Prineville District in November to discuss routes in Grant County and the John Day Basin.
    - BLM Burns District – Tetra Tech met with six to eight staff at the Burns District office. The parties discussed resource impacts and possible concerns about the PAT proposed routes.
    - Wallowa-Whitman, Umatilla and Malheur National Forests – Tetra Tech met with these branches of the U.S. Forest Service in October to educate them about the project. Previously, Tetra Tech had only discussed the project with the Wallowa-Whitman National Forest staff. It was important to also inform the Umatilla and Malheur Forest Service departments because Forest Service land occupies a large part of the area between Boardman and Hemingway. The Forest Service could be key to permitting the proposed routes that are near the centerline.
    - Confederated Tribes of the Warm Springs – The Confederated Tribes have a number of landholdings, some of which have been dedicated to conservation. The Confederated Tribes have helped Tetra Tech identify the properties that have been designated for conservation.
    - The Department of the Navy – Tetra Tech has applied to the Navy for a right-of-way permit to cross their bombing range in Boardman. If the bombing range can be crossed, much of the pivot-irrigated agricultural land near Boardman could be avoided.
- For the purposes of route analysis, Tetra Tech has divided the project area into four regions:
    - Northwest – This area includes Grant, Umatilla and Morrow counties. Constraints include a large amount of agricultural land, and pivot irrigation is a particular concern.
    - Northeast – This area includes Baker County up to the utility crossing through the Blue Mountains. Minor adjustments were made to the routes proposed through this area. Constraints include sage grouse leks and view sheds from the Oregon Trail Interpretive Center.
    - Southwest – This area includes Harney, Grant and Malheur counties and part of Baker County. Proposed routes through this area were revised significantly to reflect concerns about protected species. Natural resource considerations are significant in the Southwest area and topography is a concern. Significant changes

were made to routes through these areas to avoid a wilderness study area and state wildlife management areas.

  - Southeast – This area contains Malheur County in Oregon, and Canyon, Owyhee, Washington, and Payette counties in Idaho. Constraints on the west side of the Southeast area include sage grouse leks, topography and natural resources. The large number of constraints led Tetra Tech to make revisions to the proposed routes in this area.

- The complete route analysis will determine the following three factors for each route
  - Permitting difficulty
  - Construction difficulty
  - Cost
- **Permitting difficulty** includes:
  - Meeting the state standards in Oregon
  - Meeting the standards of the various counties
  - Cooperating with the federal government
- Idaho Power provided the regulatory criteria to PAT members at previous meetings and at the mapping workshop. Input from PAT members has influenced how Idaho Power looks at the importance of resources within the regions and within the study areas.
- When routing there are three categories: placement opportunities, avoidance areas (low, medium and high) and exclusion areas.
- Tetra Tech has revised the routes proposed by the PATs at the mapping sessions. The routes have been revised so they do not cross avoidance and exclusion areas. The revised routes are the routes that Tetra Tech intends to go forward with for the remainder of the analysis. At the next PAT meeting Tetra Tech will present which routes are the most reasonable to take into the NEPA process.
- The PAT members are encouraged to comment on the revised routes and also on the method that used to analyze the routes. PAT members are also encouraged to comment on the importance ratings that have been assigned to the community and regulatory criteria. Tetra Tech will read and acknowledge comments from the PAT members. The comments submitted during the CAP will be considered all the way through the transmission line routing process.
- The Project Advisory Teams have each developed community criteria for their area. Tetra Tech developed a table that shows all criteria and rates the criterion's importance level. The table also shows how Idaho Power rates the criterion's importance level. Idaho Power welcomes comments from PAT members on the importance ratings that have been assigned to each criterion.
- In some cases Idaho Power has rated the importance of the criteria differently than the PATs. For example, all the PATs and Idaho Power rate the West-wide Energy Corridor

as a "placement opportunity." However, all the PATs rate private land as "Avoidance: High," and Idaho Power rates private land as "Avoidance: Low."

- Another example is Exclusive Farm Use (EFU) land. EFU land is considered an exclusion area by the South and Central PATs and listed as high avoidance by the Grant County and Harney County PATs. From a siting point of view, the term EFU does not represent an exclusion area. A utility or transmission line can be built across EFU land as long as there is a strong case for doing so; however, there are strict guidelines in Oregon law for building on EFU land. EFU land is a complicated issue, and Idaho Power recognizes that it is a significant matter of concern for the PAT members.
- Throughout the CAP, team members have voiced concern that private lands should be considered as high avoidance areas and federal lands should be considered opportunities. When siting, the issue of private land will be examined on a case-by-case basis.
- **Construction difficulty** has many implications for environmental impact and for cost. If there is a choice between two routes that seem to have the same permitting difficulty, construction difficulty or cost might be the deciding factor. The path of least resistance is advisable from a constructability point of view. Some examples of construction difficulty include:
    - Steep terrain
    - Proximity to major roads
    - Tree clearing
    - Access roads
    - Stream crossings
        - It is possible to site the transmission line across a stream if you do not cut the riparian habitat on either side.
        - Construction of a culvert might be necessary.
        - If the area has a significant profile, the tower might need to be built up on one side, which will mean more roadwork.
    - Biological seasonal restrictions
        - Biological and seasonal constraints might require an additional year to build the transmission line.
        - Big game closures are common.
        - Often there are places where the contractor cannot get into the location from the first of the year until July. That causes work to be delayed.
    - Severe weather
        - Snow or rain can be more of a problem with some areas than others.
- **Cost** is also an important factor that is considered when siting a route. There will be an absolute difference in cost between any of the proposed routes and segments. The

proposed route and alternative routes must be within a reasonable range of cost. Some examples of cost factors include:

  - Route length
  - Construction difficulty
  - Mitigation requirements (i.e., big game winter habitat is often Category 2 and requires mitigation.)

- Proposed and revised routes will be compared within each region. Routes in each region will be combined to create complete routes. Idaho Power cannot yet say which proposed routes are the most reasonable. The PAT proposed routes that are the most reasonable would likely be advanced into the NEPA review process.
- When the NEPA review process begins, ODOE and BLM will hold a series of scoping meetings. After the scoping meetings, ODOE will evaluate the proposed and alternative routes against the ODOE-EFSC standards, and BLM will develop a range of alternatives that will be studied in detail.

Questions and Answers

Team members were given the opportunity to ask questions to Idaho Power representatives during and after the presentations. Below is a verbatim transcription of the questions asked by team members and answers provided by Idaho Power, Tetra Tech and RBCI.

This is probably slightly repetitive, but I'm thinking about the process and how Idaho Power came up with a rating of "Avoidance: Low" for private land. I am not picking on the birds, but you talk about sage grouse leks. I realize leks are protected because it's federal land and therefore it becomes an exclusion.
For private land, obviously, we do not have the BLM to protect us. But with private land, if you look at the PAT ratings for every one of the groups, it says it is a high priority for all of the groups in terms of avoidance. But Idaho Power ended up rating it as low priority. My view is you need to recognize it as more than a low avoidance. It should be a high avoidance.
As we think through it, federal or state-managed lands have comprehensive plans, just like a county has a comprehensive plan, of how the land is supposed to be used. A lot of it doesn't include farming or ranching or any kind of private use. Private land also has things that go on, like intensive agriculture, or urban growth potential, like a future impact area. All those things are weighted. So you're trying to assign weights to all sorts of things that people intend to do, or are doing with their land, just as the federal government is trying to plan how they are going to manage the public land. So, that is where we end up; we are going to try to look at the resource values that have been assigned to the land.
The project was at one time on 85 percent private land and 15 percent government land because we were basically following the I-84 corridor. Now it is on much more federal land. That is an influence of this process. There are many routes that cross federal land. But it would be naïve to assume it could all be on federal land. I do not know how to weight private land higher than we have, except to look at what we have in resource values. But I understand your feeling. Let us do what we can with it.

Thanks. I appreciate very much the change that has occurred from Plan One to where we are today. I acknowledge that. My only point is that a 500 kV line is not a reasonable or necessary use of private land from many landowners' perspective. Maybe a 115 kV, maybe a 230 kV. A 500 kV line going across somebody's property really kind of blows your socks off. I'm not saying you will not end up with some private land involved in this process. We all know you have condemnation authority, if that need arises, and that is where you will end up. I am just saying, "Avoidance: Low" does not really reflect, in my view, what communities have said to Idaho Power. So in your process it should be another criteria instead of rolled up into the permitting.
If we took what you are saying and we came up with two routes, and one route was 50 percent private land and the other was 30 percent private land, we should give more weight to that 30 percent route because private land is more important?

It depends. You cannot make it black and white. We realize there is a whole bunch of factors involved here. I'm just saying, in my view, that factor being weighted is too low and should be weighted higher.

My concern is we are going to get down to the end of this, and we will end up with one pathway. The landowners who do not really want a 500 kV in their backyard are going to have no ability to resist it at all at that point. So, make it a conscious choice, when you are going through this process, about how much private land is involved in these routes. To the extent you can make it a factor of avoiding them, rather than saying it's "Avoidance: Low." That means to me it is not a factor anymore. Even if you are saying it is rolled up in permitting, if you are saying it is "Avoidance: Low," that means it is not even getting on the scale.

What we are trying to do is listen to what you are saying and think about how we can apply it in a reasonable way. Look up at Umatilla and Morrow counties, private land is absolutely unavoidable. There are other places where maybe there are choices. It is just hard to conceptualize how you apply these criteria, but we will sure try to use that. Whatever numbers we put to these, we will always bring it back and try to make it a little better. When we get to the end of the CAP process, we have only begun. We still have to go through many, many iterations. But I hear you loud and clear.

If we change private land to high avoidance, and then refer down to the criteria for land use, would that provide any direction? Because obviously, like you are saying, different parts along the way have different amounts of public land. Even if we say high avoidance, and there's no public lands, does high avoidance mean anything?

You are saying to rate it high in many areas, but obviously it is somewhat trumped by the other parts of the criteria. Well, I do not know how you trump a high avoidance thing easily. We can move it to moderate. That's better than low, right?

We cannot really figure out a better way to try to reflect all of these resources. On other projects we get the dickens beaten out of us by groups that are organized in support of public lands for a whole bunch of reasons. They think all the public lands ought to be rated high. I philosophically believe that the public vs. private label does not help you in a lot of ways.

(Comment from PAT member) I want to agree with the point about rating private land higher. It was consistent and the loudest message sent during this process: that private property needs to be avoided. To see it rated as low is disappointing. Public lands are paid for by all of us; private lands are paid for by the individual.

There is probably a really good engineering reason for considering geological fault lines low avoidance, but I want to know why it is rated as this?

It is a rating that is a starting point. We have a lot of data from different organizations, whether it is individual geotechnical engineers or general geological surveys. We put some buffer around those that lead to the other criteria, such as cost, probably not permittability, but certainly cost from an engineering perspective. Whether it's feasible or not is yet to be determined when we get the actual characteristics. Generally speaking, it is a starting point to say we know if there is a geological incident there, we should work pretty hard to try to avoid it.

On the public land issue: We're in an area of the United States where we've got more public land than almost anybody else except Alaska. Getting the line on public land has been the consensus of all these meetings and that's important. A good starting point on that is we as this southern group should really think about whether S17, S18 and S7 should stay on the map.
The routes that go through the river valleys? The routes that go north-south up the Snake River?

We have three routes running up there. I am saying those three routes should just get dumped right now.
I think that is something the committee ought to decide. Without analysis, I do not know how the process is supposed to work. Do we want to move to a different step of this process?

(Comment from PAT member) I really respect the support of the other counties around here, but I do really take issue with two of the routes. The one on the east side, S7. There's a southern bypass planned by Canyon County Highway District and Nampa Highway District around that corner of Lake Lowell that this would come into conflict with. Has the committee talked to these highway districts? You are right on that large bypass that is planned in the future to take pressure off I-84. The EFU issue is a very important one, and both of these routes take out several miles of the very best farm ground in Canyon County. I am wondering how that is being weighed.

(Comment from PAT member) Kind of on the same topic, those three lines you pointed out, S17, S18 and S7. If you look at the exclusions we have gone over in detail, all three of those routes have been in exclusion areas, i.e., Idaho county impact areas, Oregon urban growth areas, EFU and irrigated agriculture. All three of these lines are on up to 40 to 70 percent irrigated agriculture. They call that EFU ground in Oregon, we call it prime farm ground in Idaho. That is exclusion and should be rated by Idaho Power as "Avoidance: High."
If you go to the Idaho portion and the Oregon portion of those three routes we have the Idaho historic trail/Oregon Trail which is rated "Avoidance: High," the Oregon Trail Center, which is rated "Avoidance," and the Scenic Byway highway route in Idaho which is rated "Exclusion."
If this CAP process is this committee deciding what routes that Idaho Power will present – as you have very keenly laid out the exclusions, laid out the avoidances, laid out the opportunities – I think now is the time to eliminate S17, S18 and S7.
I think two of those routes go over EFU in Oregon, as well as prime farm ground in Idaho. And the originators of those routes, at least two of them, are in the room. If they jointly agree we should eliminate their routes tonight, it would allow Idaho Power to get on with their business and allow us together to get on with this plan as you described it: to establish a Boardman to Hemingway route with community PAT involvement.

(Comment from PAT member) I would like to support the last gentleman's suggestions, and this does tie in somewhat with that. I am sorry, with apologies to folks who are not interested in areas of impact. Your response to me was not sufficient. My colleague tells me I was not communicating effectively. This is important to Idaho Power, because there is

procedural flaw that I perceive in this "importance rating" table could be seen as being a bait-and-switch.
It would come back to haunt you if you were to pursue S7 and S18 on this map. There is no such thing as an Idaho County Impact Area. You have Idaho County Impact Areas on here as an area of "Avoidance: High."
There are Idaho City Impact Areas, and you have those listed as moderate importance. I would like to see a definition for an Idaho County Impact Area. I am from Idaho and I have negotiated an area of impact with the county, and the label Idaho County Impact Area does not exist. Yet this so-called County Impact Area is given a higher level of importance. In the CAP and PAT Route Analysis Book you are using the lower importance one. You have two terms, one of which does not exist. Maybe we need to talk about this after the meeting. You need to get this cleared up. You have two definitions, and one of them does not exist. You have got two different weights to them, and only the one that has the lower importance is being applied to your routes.
I agree with you. But the data is put out by the county for the impact areas. You are saying city impact areas?

City Impact Areas need to be given high importance.
This is the information we need from you and that is why we handed out the comment sheets. You need to record these comments so we can put this input into our process and get back to you. We are going to come back and talk about your proposal to eliminate routes this evening. Let's get our questions out first.

(Comment from PAT member) I can appreciate the desire to eliminate some of these routes early on. But I have been involved in analysis processes enough to know that when you are dealing with issues on federal land, if you have done more analysis and have better rationale, the results are better accepted.
I am reluctant personally, and I am speaking only for myself, not for Stop Idaho Power at this point, or my family, or anything, I would probably prefer to keep the blue routes with modifications in the process, as the issues have arisen with smaller subgroups. We have to move this for an I-84 offset. And then when the final route has been selected, we can say, "Yes we considered all these, but we eliminated all them for all these reasons."
In others words, I think those three routes probably will be eliminated. But if we can give strong rationale for why – that is the very same discussion that has gone on here – if it is thoughtfully written down, and the impacts assessed, then when the folks that say, "We have got to protect all those sage grouse out there. This line can go on your farm ground," we can say, "We have considered this, and we are selecting the route, or somebody is going to select it, after these things have been eliminated." I am just saying that my comment is going to be: Let's analyze it, and for the very reasons spoken tonight, let's see how they fall out.
That is why that route on the east side of Boise, Idaho needs to still be on the table. Because Idaho citizens are here tonight and they are saying, "We don't want this through our prime farm ground." Oregon has been arguing that for six to eight months now, and luckily we have the EFU designation behind us.

Let's go east of Boise, and let's fix that problem from Hemingway to the Ada County line, or to the Ada County substation that is yet to be built. Go east of Boise where you already have a 230 kV line, and all of these worries, or 90 percent of them, go away.
We understand the perspective, and we just have to go in understanding the risk, and the risk is the Gateway West project.

(Comment from PAT member) I would take maybe just a little different approach. In my opinion we have been considering those three routes for the better part of six months, or a year, in Oregon and Idaho. In my opinion that is the biggest reason most of us are here tonight from this region; because we took issue with the old S17 or the old S18.
It is my understanding, the reason the routes were put on the map originally was because of the substation that was going to be located at Sand Hollow. That substation is now gone. There is the Langley Gulch power plant that is been built, or is in the process, and those are big changes from where we first started this process. We have been analyzing these routes and discussing them. We have talked about EFU, and it is not just an Idaho or Oregon issue. There have been a lot of people from Oregon and Idaho and the message has been the same: These lines need to be on public land, and we need to avoid these high impact agriculture areas.
That is what has been proposed and that is why we reconvened. That is why we set these CAP meetings up for this part of the area. So I think we need to come together, make a decision and eliminate those routes and move forward.

I know what underlies it, the reason we are all here, but when you talk about permitting difficulty, construction difficulty and cost, that to me implies that you are ignoring the factor about public support. I think the human interaction or public support should be a factor that should weigh in equally with permitting difficulty, construction difficulty and cost. I know you will say it underlies it, but it would be a lot better if it were expressed in the process.
Permitting difficulty includes that factor. One question that came up very early in the meetings was, "If it will not work from a permitting point of view are the routes we suggested a waste of our time?" What we are going to do tonight is show you what concerns you brought to the table and how we weighted those concerns.

Have you met with the Vale District?
We are planning on doing that. They have been involved with the project from the beginning. We probably knew more about Vale District and that area than we did about the others.

Are the blue routes the ones that will be analyzed?
Yes. We decided, in some cases, just to keep one route because they were all so very similar. But if somebody said to us, "This is exactly the route I want," we kept it.

At the very bottom, in Owyhee County, C9, it looks like if you look real close at it, you split the difference.
We are on the south side of the line, and I remember you had two adjustments at the last meeting. I am pretty sure we picked up on both of those. That is definitely where it was intended to be.

I noticed you did not put the mileage on these blue lines. I know that in Oregon, cost is not as much of a factor as other things. But I would like to see the miles from point A to point B just for reference.
If you look at the tables we have got there in the CAP and PAT Route Analysis Book the mileage of each line is in there, along with a map of each route. Eventually we will have miles, acres and a lot more factors that go along with it.

Are we going to have some maps that actually show some landmarks and stuff, so we can get a little more information about really where the line is going? Detail? Creeks, roads and things like that so we can actually relate to the map. Other than topo maps that don't have the topo lines on them.
If that is something that the committee wants, we can arrange to do something like that. We would not want to do hundreds and hundreds of maps; what we want to do is something on a scale that provides enough information, and if you write a comment about it, we can work on getting it out.

Our table does not seem to have a book. Are there any more books?
Ye. We tried to get one per table, but these will all be online tomorrow or the next day. If you do not have Internet access, let us know and we will send you hard copies.

Do we need to have a discussion about impact areas in Idaho? I am a city clerk in Idaho. I have folks at my table from Idaho, and neither one of us are sure what an Idaho County Impact Area is.
Idaho cities have areas of impact negotiated with counties. I am noticing on here that routes S7 and S18 have listed city areas of impact as moderate avoidance. That should be at least a high avoidance area. An area of city impact in Idaho is the rough equivalent of an urban impact area in Oregon. I think that was done incorrectly on those two routes in particular that go through Idaho.
My understanding is that impact areas in Idaho are a joint city-county planning exercise where the boundaries are finely negotiated. There is an area that may be annexed in the future, sometimes those boundaries are pretty expansive and cover a lot of area. In western Idaho there are some pretty large impact areas that eat up a lot of ground.
I could think of instances where for example in Oregon, we were working hard in Ontario trying to develop a route along I-84. After it crossed the Snake River it goes through an urban area of Ontario. It would have made a lot of sense to try to get it along the interstate, in an area that is low-tech with secondary industrial development.
So all pieces of the impact area, or the urban growth boundary, are not always the same. If we had pursued that route, we would have gone to the county and gone to the city to try and work out a solution. On the two routes we are discussing, I ca not address those. We do understand its importance, but whether not it is high or moderate. It means you pay attention to it, and if people think it should be high we will make it high. We will pay more attention to it, but I would feel remiss to make it an exclusion area.

(Comment from PAT member) Why wasn't the fourth factor, about public acceptance and public support, in the permitting language? It seems to me like it is a little inconsistent when I look at this chart and is says every single PAT group rated private land high importance but in the Idaho Power permitting importance it's of low importance.
That means to me if you are saying it is assumed or included in the permitting criteria, but the public perception is that it is of very high importance, but somehow in the permitting criteria it comes up as low importance, it seems to me that it really isn't included in the permitting criteria. You should have four criteria, albeit you can override that, the other factors make a lot of difference. But, by having it as separate criteria, you are recognizing the work everybody in this room is doing.
It is of high importance to me if it goes through my land, just like it's of high importance to Evelyn if it goes through her land. So, you need to recognize the public perception or public support or whatever it is you're proposing to do as an independent criteria.

Are you guys categorizing private timberland the same as EFU?
We do not have good data on private timberland. In Oregon it is separate and zoned separately from EFU. It is a zoning just like EFU, and it has many of the same protections that EFU land has. If you are going to do something on there of a certain character, you have to take an exception for EFU land. It has always been at the top of the hierarchy for the protection of land. I think you need to look into it and make that, because much of your area, Grant County, is timberland.
We did not have as much data on Grant and Harney counties. We have gotten quite a bit of it. We have not quite found the coverage for it. Is it available on GIS? Or is it available by county? Or by going to the tax records?

Go to the tax people.
I'll look into it.

There are definitely people in the county office who would be able to help you find that data.
We have actually talked to them. There are paper copies in their office. Whoever handles the tax maps, he has the data. Sometimes he is less than willing to offer it up, but we will track that information down.

(Comment from PAT member) On your impact zones for cities, you are touching quite a few of them in some of the routes that you are proposing. You should really, in my opinion, turn any impact zone into an exclusion. I don't really care if you are in Oregon or Idaho, or what county you are in. It needs to be excluded.

I am curious about the route that follows I-84. Is that 200-foot-wide corridor outside of the interstate freeway right-of-way? Or can some of that 200 feet encroach upon the 200-foot right-of-way?
It can cross the interstate. A portion of the line that does not include the structure or operational area that must be maintained, could potentially overlay on the state take line for the boundary of the interstate. But the structures and the operational maintenance area at least have to be outside the interstate boundary, by federal highway administration regulations. So when we talk about

the I-84 corridor we are talking really about an adjacent corridor. It could be immediately adjacent, but it cannot all be in the right-of-way.

So the full width of the right-of-way is somewhat less than 200 feet. It could be maybe 150 feet if the last 50 feet encroached inside the fence.
These lines are built for live line maintenance. That means they have to get a fairly large crane to the structure if there is a major outage. There really isn't much overlap even if you could do it. It's possible to look into that some, but I would not expect it would gain you much.

On the EFU question, I can see where you would consider irrigated farmland high, and some other areas where it would be moderate. Does that mean you are willing to wiggle the line between irrigated land and non-irrigated land, and still consider going on EFU land?
At the siting level, we came up with three categories: exclusion, where it is clearly in irrigated cropland or EFU land that has class One or Two soils. It may or may not be intensively farmed right now, but has the potential for it. Or if it is EFU land of the third category, which we call moderate high, it may be rangeland. Not to diminish rangeland but it is a different kind of issue.
What it means is anytime we cross EFU land we have to be able to meet the legislative requirements of Oregon statute 215.275 in administrative rules. That means you have to be able to demonstrate that you cannot be somewhere else. So the way we are reading it is as red flags about where we really should not be because we will probably never be able to make the test. Or we might be able to cross EFU land because it is either so expansive that the alternative would be unreasonable, or it may be less intensively used such, that it is not as hard to prove that there is no other reasonable alternative.

We have we been plagued with fires since 2002. We are concerned that some of these areas are going to be prone to fire. How can these areas be shown on a map so they can be avoided? Basically in that country the only way you fight a fire is with a bomber or helicopter, and those would be prohibited if there was a transmission line.
As far as showing those areas, that would be things that obviously are not on any type of a map now. The comments from you all are helpful. Tell us if there are areas prone to fire that we do not know about now. The way to show us that is by making comments and letting us know at meetings like this.
As far as fighting fire, one thing we have seen over the years is our access roads are sometimes utilized to fight those fires. So where we have power lines, often there is additional access. It is all dependent on what the permit is, or what the easement says with land manager, as far as how those access roads are maintained.

Regarding the new findings on the leks, is the book accurate with reference to the new sitings of leks? What are accurate and what are not?
We did that work before we actually had the data on the leks.

And in other areas than this? **So the leks could be less than what we see here?**
Absolutely. We asked your biologist and he showed us some of the changes. In total for the study area it was probably 90 percent the same. There were some leks that Oregon Fish and Wildlife ruled out as being active leks. It makes some change but not a big change.

On S19 and S9, where they missed the leks altogether, is that probably going to be accurate?
If it is in their database it will be on there. And if they do not know about it, they do not have it. I thought we had found a route that could avoid most of the buffers in that area.

That's the route that Jean Findley announced about seven months ago.
The famous S2? And it's a pretty darned good route.

This is a procedural question: We've talked about getting this done and starting on the NEPA. Is there a general time frame when you expect that to happen?
When we finish the CAP, hopefully early next year, it immediately goes into the NEPA process.

(Comment from PAT member) We have already had some input from the Oregon Natural Desert Association, ONDA. They said the only routes that are acceptable to them are the ones that we are now proposing to eliminate. While I agree that we are not going to agree with it, we have got to document it. Because it is going to come up later. Not from us, but from somebody else. I think we are all in agreement, but I just think the process needs to be fully documented so we have got the support behind us for the next step. Not from this group but other groups.

(Comment from PAT member) I think I agree with all of you. This is a process that has been created and chosen by Idaho Power. This is not the BLM, and this is not the state of Oregon. This is a process that Idaho Power has chosen to help them with community involvement to choose a route to take into the NEPA and EFSC processes.
So I come back and say, we do need to document everything. That is why we have maps with constraints on them. Idaho Power has been working within the boundary, excluding Ada and Gem counties. They have been working diligently to come up with those constraints. They have listened to all three areas, and come up with this list of constraints. They have listed their own constraints and availability of what they feel is permittable.
I think the right column on the criteria table is not Idaho Power's whole view. It is Idaho Power's permitting importance. It show how permittable the route is, correct? High, medium, or low?
It does not mean that route is the one they are going to pick. Is this documentation for the process? Is the process this group choosing and presenting to Idaho Power? What does Idaho Power think about eliminating these three routes at this juncture in their process that involves us?
How about I propose a 15-minute break because we need to talk about this internally so we can come back and talk collectively and intelligently.

What is the procedure then? Because I think Jean and John are agreeing, so what is the procedure? He makes a motion that one route, S17, be taken off and this group takes a vote? Have you decided how that is going to work out so we all know procedurally what we are to do?
We really don't want this to be a vote. So it would be more likely somebody would say they would like to remove this route, and we would ask the people here tonight, "Does anybody have a problem with that?"

And it would be one route at a time?
That's what I'm thinking.

What if the person who drew the route would remove it themselves?
We need to talk about that too. That is an interesting question.

Do you have the capability tonight with you to advise us? For example, the route S17 in Oregon. Do you have the criteria with us tonight to advise how much is on private land? Is it all on BLM land on the Oregon side? What land is it on Idaho?
It should be in those booklets on your table; it quantifies those.

The book does not have information about permittability or anything.
We have not actually done the permittability, constructability and cost analyses yet. That is the next stage of the analysis. The information in the book is just going to show you the distance through each resource that is associated with each route.

At this point, Idaho Power staff held a brief internal meeting to decide if PAT members should eliminate routes at this meeting. It was decided that all routes would be kept in consideration until the analysis was complete.

(Statement from Idaho Power representative) We really need to see this process through all the way before we eliminate routes. We need to have this as a defensible process. If a route is taken off, it has to be more than just because people raised their hands to take it off; it has to be analyzed.
It is a very high probability that these lines in question will fall off for the very reasons that have been stated tonight, but we need to get through this analysis.
I know there are people here who want to take off the lines they initially put on. But tonight, we need to leave them on. Even though we are outside the NEPA process, we will be scrutinized on the results of this. We will be asked how the results were arrived at. So the process has to be very defensible. We will all meet again in a month and a half, probably late January. We will have the analysis done, and at that point, we can go through the discussion of eliminating routes.

Can we take any of them off tonight if they blatantly have problems?
No. Let us do the analysis, and the problems will show up in the analysis. We would like your comments back on the routes. Look at every line in these booklets that is of interest to you, and give us comments back. If there are blatant things on there, we really want to know about them.

Do we have time now to put the route east of Boise back on?
As Idaho Power we are going to stick to our guns on not advancing that one. It expands the purpose and need of this project. We would have to build more infrastructure in the form of two substations and multiple 230 kV lines into the Treasure Valley. Plus, it would add time onto the Gateway West project. We are not willing to accept that risk.

Have you analyzed that?
We have analyzed that at the planning level. If something does not pass the planning level it never actually gets to the routing level.

(Comment from PAT member) You folks have to remember that Boardman to Hemingway is an Idaho Power line. Gateway West is an Idaho Power and a PacifiCorp line. I do not see any way that you can put the two of them together. PacifiCorp will not live with it. They are not going to do that, so for that reason alone you cannot do it.

I'm a mayor of an incorporated city. I agree with the mayor from Marsing. City impact areas in Idaho should be either avoidance high or exclusion. To go through a legally defined area of impact would be really poor future planning.
Would that include areas of impact around Caldwell that are planned to become industrial zoned? Enterprise zone?

Yes, we have got that in the works. That is why that route that goes east of Boise is of concern to me. A bypass and planned unit development and industrial planning around U.S. 20-26 were all right in its path.
An example I was given was if a city had a zoned industrial area, they would prefer to have a transmission line go through that area. That is why we would not want to have it as an exclusion area, but high avoidance. I do not think that is true in Caldwell, but it could be someplace else.

(Comment from PAT member) I have not spoken for Caldwell or Nampa, but Canyon County has already directed them. You have got easements on highways and we are okay with 230 kV lines. Those lines are already acceptable. It's the 500 kV that we do not want in those areas.

So I'm assuming that we can wait and fill this comment sheet out after we have had time to look at the maps and the new stuff that's going to come out, the numbers and everything? Because I don't think I can do this tonight.
We are not asking you to do that tonight. My mailbox fills up regularly and I open everything and read it and pass it on to Rosemary to record it. The information in the books that are on the tables will be posted online so you can look at them and make individual comments on each of the routes that are in there in blue and red.
I will give your comments to Tetra Tech to include in line classifications and routing. When I said the books will be available online, I can't guarantee it in the next couple days. It will be the next five or six days. We will get them up as fast as we can. And again, if you don't have Internet access, let us know we'll mail you a copy so you have it to look at.

The blue tables you referred to: Is that what you will be using in this process?
We will update the tables based on the comments we got. The ratings themselves are just markers to give you an idea of what resources you will cross and where, putting it all together gives you a sense.

Are these the correct tables? Is this the information you are using to analyze the routes? You will apply this to each route, correct?
Yes.