

**Appendix 5**  
**Route Record Form Transcriptions**

**Boardman to Hemingway Transmission Line Project**  
**Central Project Advisory Team Mapping Session**  
**September 16, 2009**

**Route Record Form**

Name: \_\_\_\_\_

**Which mapping session did you attend?**

7:00 a.m. – 10:00 a.m.     11:00 a.m. – 2:00 p.m.     5:00 p.m. – 8:00 p.m.

**Assigned name of route:**

\_\_\_\_\_  
\_\_\_\_\_

**What method did you use to map your route?**

Hard-copy map                       GIS computer station

**Can we contact you to ask questions for clarification concerning this route?**

Yes \_\_\_\_\_                      No \_\_\_\_\_

Phone number \_\_\_\_\_

**Please describe the specific factors that make your route important. (i.e. locations/resources the route avoids)**

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**Comments Submitted by Route Creators**

Name	Which mapping session did you attend?	Assigned name of route	What method did you use to map your route?	Can we contact you to ask questions for clarification concerning this route?  Phone Number	Please describe the specific factors that make your route important. (i.e. locations/resources the route avoids)	Other comments.
Yogi Hagberg	7:00 AM	C3	GIS	Yes 541-853-2392	C3 and C9 or C6 are my suggestions - traditional transportation corridor - existing lines - conscious of controlled airspace - behind hill – visibility screened by hill - Durkee area residents can choose route in their vicinity - HIP should choose route through La Grande valley. - concern is for Baker area specifically	- Also want the C – 9 route considered because it uses more public lands and joins an existing energy corridor. - Would be interested in C-6...liking the ratio of private/public land use
Arnie Grammon	7:00 AM	C4	GIS	Yes 541-523-0618 agrammon@bakercounty.org	- Minimize access road construction - Minimize running corridor thru Leafy Spurge containment area - Avoid high value crop ground - Coordinate with Baker County Weed Supervisor on potential routes to overlay GIS layers	
Garth Johnson	7:00 AM	C6	GIS	Yes 541-519-6262	This route is the most direct from Boardman to Hemingway. It avoids most value agriculture land – all population areas – and the exclusion areas – It also utilizes the energy corridor on the south end- The purpose of the route was to obtain a realistic balance of private and public land – avoiding the areas named above and to build a line that is economically viable.	
Mark Bennett	7:00 AM	C8	GIS	Yes	Baker – relocate 230 kV line to east, put 230kV close to rifle range. Put 500kV in existing 230kV ROW – w/slight modification. Route needs refinement – <u>concept route</u> Durkee – cross I84 north of Ash Grove + avoid Durkee by going to north; join back w/existing	

					138kV. <u>Concept route</u>	
Garth Johnson	7:00 AM	<b>C9</b>	GIS	Yes 541-519-6262	This route avoids populated areas – high value agriculture lands – and exclusion areas – This line is longer than C-6 but may be less cumbersome to build – especially in terms of the permitting process.	
Kristen Wares – Double Diamond Ranch (OTCO certified)	7:00 AM	<b>C11</b>	GIS	Yes 541-398-1111	(C11 is only a suggestion to come after endorsed routes listed below) C6 – Shortest route suggested (avoids sage grouse territory in Baker County) See other comments (over) C9 – Misses strawberry wilderness/ seems viable C3 – avoids ODFW 1 & 2 east of freeway – EFU soil & irrigation can be mitigated C11 – suggests looking at low impact factor of hugging freeway on the west of I-84 to avoid airport and environmental impacts ODFW categories 1 & 2 east of freeway	I hope with this process that environmental impacts will be weighed evenly with politics. It seems west of the freeway through Baker County has not been adequately surveyed, while it looks like there could be less impact to the west. West of the freeway also avoids a “direct impact” on the “view” of the Oregon Trail from the interpretive centers. (response continued on page 2) Please consider all routes that have the least verifiable environmental impact in Baker County. The desert eco-systems are very fragile while there is potential to skirt farmland west of the freeway. Farm land has been and will continue to be cultivated and nurtured while desert wildlife becomes more endangered.
John W Faw	11:00 AM	<b>C 13</b>	GIS	Yes	In favor of C-6 and conceptual route north from Hemingway to Lewiston and the west to Boardman.	
Scott Hartell – Union County	11:00 AM & 5:00 PM	<b>C 17</b>	GIS	Yes 541-963-1014	Follow existing BPA & Idaho Power lines and stay out of the City of La Grande area.	
Ross Seyfried	11:00 AM	<b>C 18</b>	GIS	Yes (541) 963-6711	C-9 – Southern C – 18 – Would shorten & avoid grouse Extension of 500KVW of C9, otherwise C9 seems to be extremely effective. And C6 – C24 maybe even better.	
Ross Seyfried	11:00 AM	<b>C21</b>	GIS	Yes	Short alternate to avoid elk Calving, Morgan Lake and Elk Song	

Jerry Hampton	11:00 AM	<b>C 24</b>	GIS	Yes	Alternative to route C6	
Dan Weitz Jerry Hampton	11:00 AM	<b>C 25</b>	GIS	Yes Dan Weitz: 541-403-2160 Jerry Hampton: 541-519-4816	Alternative to C11. Should tie into C17 (the Union County preferred route). Public safety, access, taxpayer protection (don't want taxpayers to foot the bill to protect infrastructure. Want further discussion in regard to protecting infrastructure. Baker Co Fire Agencies (Haines, Baker Rural, Huntington, N. Powder, and others) will want to enter into negotiations/discussions in regard to the 230kV also.	
Ed Nichols	5:00 PM	<b>C40</b>	GIS	Yes	Avoid property. Stay on north side of I84.	
Dick D'Ewart	5:00 PM	<b>C41</b>	GIS	Yes	To avoid houses would like the transmission line to follow the fiber optic line.	

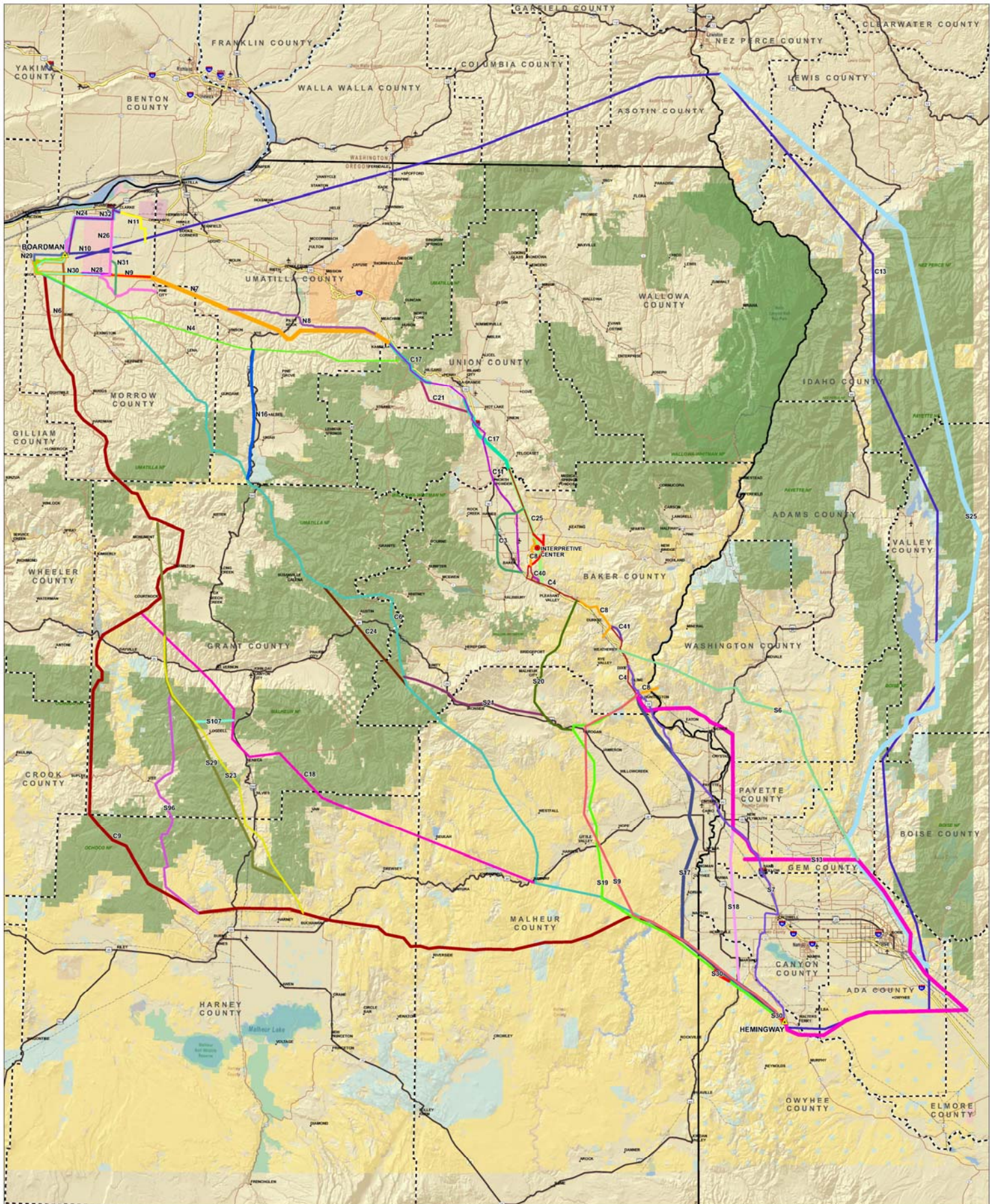
**Other Comments Submitted About Routes**

Name	Session attended	Comments
Elaine Hagberg	7:00 AM	<p>I agree with C3 route and C9 route and C6 route.                      I agree with the C3 route because it follows a traditional transportation corridor but avoids most of the constraints listed (community, natural, etc). The farmland so on the west side of I-84 is class II (should be “Low avoidance” and not moderate – no mitigation) This route can connect with Durkee &amp; La Grande in some fashion.                      I like the C6 and C9 routes because of the Public Land utilization.                      My final comment: A route through western Idaho to Lewiston, ID and west to connect to Mid C Hub should be considered.</p>
Larry Pearson	7:00 AM	<p>I prefer C6 or C9                      C6 is the most direct route that avoids valuable resources and minimizes mitigation measures needed. C9 is a more lengthy route but is viable and also minimizes impacts to valuable resources.</p>
Peggy Pearson	7:00 AM	<p>Pref – C6 or C9 routes</p>
Hal Franklin Wendy Franklin	7:00 AM	<p>C6 &amp; C9 Garth Johnson (Agree)                      Avoidance of Exclusions                      Economics/Feasibility                      Please mail a copy of routes C6 + C9 to:                      Wendy Franklin                      10104 E 3<sup>rd</sup> ST.                      Island City, OR 97850                      Garth Johnson 541-519-6262</p>
Donald Beck	11:00 AM	<p>In agreement with Garth Johnson</p>
Charlotte Beck	11:00 AM	<p>C9 &amp; C6 I agree with Garth Johnson’s proposed routes.</p>
Anita West	11:00 AM	<p>My first choice is C-9 utilizing existing utility corridors – A close second is C – 6 which is the shorter of the two. These routes will not impact Baker County negatively. They won’t impact valuable EFU properties, view sheds, sage grouse leks, historical landmarks.</p>
Ken West	11:00 AM	<p>I am in agreement with Garth Johnson’s two proposal’s C-9 &amp; C-6</p>
Susan Busch	11:00 AM	<p>C6 - C9                      The most direct route from Boardman to Hemingway is C6                      C9 avoids populated areas – ag lands &amp; exclusion areas – This may be easier even though longer</p>
Seth Freeman	11:00 AM	<p>Endorses C6, C9 and C18                      The C6, C9, and C18 proposed routes appear to have the least impact to the sage grouse LEKS.</p>

		The proposed C-11 runs entirely too close to my ranch. The natural gas line put in during the 80's scarred up the landscape and my issue of watching the workers moving in and out of the private properties without permission.
Jerry Franke	11:00 AM	I have no favorite route! My only concern is protecting irrigated ag lands, particularly the Durkee Valley. While I am sympathetic to other interests, irrigated ag is my concern. Over the years too much land has been taken out of production, bowing to the gods of "progress" and "expansion." Not all EFU land is of equal sensitivity. Lets protect the most sensitive.
John Milbert	11:00 AM	Also listed as C18 Takes advantage of several existing corridors. Avoids sage grouse & most big game winter range. Avoids exclusion areas & high avoidance areas. Minimal visual impact. Misses agricultural areas & population centers. Shorter route than C9. Generally easier terrain than routes through Union & Baker counties. Grant & Harney counties may welcome revenue, while Union & Baker counties should end opposition to the project.
Fred J. Warner Sr.	11:00 AM	Support for route by Mark Bennett – C8 - east of OT interpretive center and also impacting less private ground and farm ground
David B. Freeman	11:00 AM	I endorse these three C18, C9, C7, C6 in that order 1) Includes public land 2) Somewhat smoother terrain 3) Misses sensitive areas towns ag-ground 4) Remote areas (would have to want to see the lines) 5) Can't live with C 11 at all! This is almost if not totally private land under EFU protection also a ton of existing pipelines, fiber optics on over load
Ted Bloomer	5:00 PM	C-6 Avoided irrigated ground Low population Shorter mileage Avoided most of EFU Not in favor of C8, C4, C41 Follows too close to Ore. Trail Too much EFU
Diane Bloomer	5:00 PM	C6 & C9 Avoided most of Oregon Trail Less population Less mileage for power line Not in favor of C8, C4, C41 To much population Old Oregon Trail To close to homes & EFU

Karen Yeakley	5:00 PM	Stopped by at lunch I agree with C8 Property owners agree – connects to the other Cap areas. Shows public process works. Creates good net working partners going forward. May give us all more options I’m bean counter. Idaho Power is a business and it would be good to have cast estimates for final routes chosen.
Vivian Zikmund	5:00 PM	I agree with Garth Johnson’s route C6 or C9 I do “not” agree with C8 or C4
Admando, Rich + Nora	5:00 PM	(C6) #1 (C9) #2 Less irrigated land
Scott Wilde	5:00 PM	C8 preferred C18 second
Jennifer Freeman	5:00 PM	C9 Our route is located in exclusive farm use designation. It should be acknowledged. There is plenty of public land for you to use and using private agriculture land is not acceptable.
Twila Freeman	5:00 PM	C9 Our ranch is located in Exclusive Farm Use designation. It should be acknowledged. There is plenty of public land available and using private agricultural land should be off limits.
Johnny Cummings	5:00 PM	I support Garth Johnson’s C9 route
Donna Cummings	5:00 PM	I support Garth Johnson’s C9 route
Carol Bradford	5:00 PM	I really like the route C9 by Garth Johnson the best; with the C18? Alternate route in the south. My second choice is C6 also by Garth Johnson. Thanks for all of your informative meetings, presentations and Q & A sessions. I look forward to your next step in this process.
Connie Pound Lewis	5:00 PM	Agree with C41 - & C4 & C8. Not so C17 to C21
Fred Warner	5:00 PM	C-8 is basically a good route. Please analyze both sections near nitotie (You might have to call to clarify this, his writing was illegible) From Durkee to Baker – keep route to the east of existing power lines east of the freeway. Agree with C41 near Ashgrove.
John Williams	5:00 PM	The original siting of B2H bisected my property diagonally & would have pretty much eliminated a commercial hunting operation that has been going on for 25 years. Having that ox getting gored obviously has me preferring any of the southern routes (C 18, C 9 & C 6). I’m not convinced that a project of this magnitude is a necessary bridge to a smarter grid. A smarter grid, I believe, among other things, would rely less on transmission, then on conservation & production closer to areas of high demand

**Appendix 6**  
**Routes Developed by Project Advisory Teams**



**NORTH, CENTRAL & SOUTH  
PAT PROPOSED ROUTES**

BOARDMAN - HEMINGWAY

OCTOBER 2009

- Substation
- Existing Transmission Line
- Oregon Trail Interpretive Center
- U.S. Forest Service Lands
- County Boundary
- Bureau of Land Management
- Indian Reservation
- Military
- National Park Service
- Other Federal
- Private
- State
- US Fish and Wildlife Service
- N4
- N6
- N7
- N8
- N9
- N10
- N11
- N16
- N24
- N26
- N28
- N29
- N30
- N31
- N32
- C3
- C4
- C6
- C9
- C11
- C13
- C17
- C18
- C21
- C25
- C40
- C41
- C8 - Proposed 500kV
- C8 - Relocated
- Existing 230kV
- S6
- S7
- S9
- S13
- S17
- S18
- S19
- S20
- S21
- S23
- S25
- S29
- S30
- S36
- S107

