

Appendix 5
Route Record Form Transcriptions

Boardman to Hemingway Transmission Line Project
South Project Advisory Team Mapping Session
October 1, 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)

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. |
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| Jim Knott (Jean Findley) | 7:00 AM | S6 | GIS | <u>Yes – (no number provided)</u> | Alternative to S13 by Pearl location <ul style="list-style-type: none"> - Keep on rangeland foothills – minimize ag land crossing - Avoids farmland in New Plymouth to Payette corridor Route is conceptual in Idaho | |
| Liz Nysson | 7:00AM | S7 | GIS | Yes – (541) 330-2638 | Line should not be considered ONDA’s official opinion. Micro siting should account for: <ol style="list-style-type: none"> 1) Greater sage grouse leks 2) Natural/historical/or cultural sites 3) Exclude all wilderness study areas, specifically managed areas, citizen’s proposed wilderness areas 4) Avoidance of core wildlife habitat and 5) Avoid steep slope and vital waterways We moved line from 84 → hwy 30 due to narrow constraints Lines we agree with: S17 (in principle we agree with the direction) Lines we do not think should be considered: C6, C9, C18, C24 | Comments on other routes: Line C9: we do not approve of this line location <ul style="list-style-type: none"> - Goes through core grouse habitat - Prime habitat Line C6: line goes through core sage grouse habitat, enters roadless area, overall this line enters public land that could have high wilderness potential. We also understand that there would higher costs to IP |
| Bill Gotsch | 7:00 AM | S9 | GIS | <u>Yes – (208) 722-6267</u> | This route uses existing line routes and also avoids all irrigated EFU lands. It also connects up with the proposed Baker County line. | |
| Jean Findley | 7:00 AM | S13 | GIS | Yes – (541) 889-5908 rogerfindley@q.com | <ul style="list-style-type: none"> - Option to old Sand Hollow proposed substation - Idaho option to Baker County thru Boise foothills - Route in Idaho is conceptual | |
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| Keith Green | 7:00 AM | S17 | GIS | Yes – (208) 250-2609 | Started on C4 at Lime and followed existing corridors. Where all possible connect into existing 500kv corridor to Hemingway. | |
| Jean Findley | 7:00 AM | S18 | GIS | Yes | <ul style="list-style-type: none"> - Route to be considered in Idaho for alternate to Oregon route - Short route - Route in Idaho is conceptual | |
| Jean Findley | 7:00 AM | S19 | GIS | Yes | <ul style="list-style-type: none"> - East of Kane Springs - West of Rock Springs Canyon - Avoid Little Valley - West of Vines (x-ing Rte 20) - Avoid Bully Creek - Hay fields – Tom McElory - Blt Sugar Loaf and Hope Butte - Follow edge of ag land north of Hope Float ag - Avoid Morrison Reservoir – stay east - West of Pole Creek Reservoir, north of Brogan - Cross small portion EFU in Malheur County - East side Cottonwood - Grassy Mtn to Brogan via PPL KV line - Coordinate with BLM to fine tune | |
| Jean Findley | 7:00 AM | S20 | GIS | Yes | <p>Using S19 to S20 (alternate)</p> <ul style="list-style-type: none"> - From Brogan south along 26 - East side Malheur City - West of Shasta Butte - Burnt River crossing TBD - Tie in with lines near Pleasant Valley (very conceptual) - Coordinate with BLM to fine tune | |
| Jean Findley | 7:00 AM | S21 | GIS | Yes | <ul style="list-style-type: none"> - Follow S20 along t-line and continue following existing line. Try to cross leks if possible, otherwise run along 2 mile boundary - Connect to other proposed line - Route is conceptual in Baker Co - Coordinate with BLM to fine tune | |

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| Jean Findley | 7:00 AM | S23 | GIS | Yes | Using C9 out of Hemingway to Buchanan follow S23 to intersection w/C18. C18 to C9 to Boardman. <ul style="list-style-type: none"> - Conceptual out of Malheur County - Along west side Silvies Mtn to screen among timber - To other proposed line - Coordinate with BLM to fine tune - | |
| John Faw | 7:00 AM | S25 | GIS | Yes – (no number provided) | Stay out of the valleys and use the timber and terrain to hide the towers. I also want to endorse the following routes: S23, S19, S20, S21, S18, S13 | |
| Tom Sharp | 11:00 PM | S29 | GIS | <u>Yes – (541) 589-3317</u> | (C9) C9 to S29 The S29 routing (connecting to C9 segment) attempts to circumvent exclusion areas and private land areas of known improvement. The S29 routing also attempts to circumvent understood opposition existing in sensitive areas of Baker and Malheur county routing. | |
| Jerry Hoagland | 11:00 PM | S30 | GIS | Yes – (208) 495-2810 (208) 318-8308 | In section 21, 22 and 27 (2N5W) Keep line south of private between Jump Creek and McBride. In general, like S19 with S20. Jog by Jump Creek. And jog from Hemingway around private and cross Pacific Corp line and stay on south side from there to the Northwest to Oregon border. Coming out of Hemingway needs engineering input on how to exit to really position line. Owyhee County will not propose a line within the first mile of the substation until the county has talked with those property owners. | |
| Gary Rohwer | 5:00 PM | S96 | GIS | Yes – (208) 722-5441 | On C9 Boardman to Burns on existing 500 and F.S. rds to John Day Hwy 26. From C9 Boardman to Burns on existing 500 kv from Forest Service roads to John Day Hwy 26 | Advantages: No farm ground; Crosses 395 and 20 at locations already in use at 500 kv line. Only one new highway crossing outside the view of 395 and 20 Max use of federal corridor Minimum new roads (follow Forest Service roads) Disadvantages: approximately 40-50 miles longer than direct route from Grassy Mountain. C9 to S96 to S23 to C18 to C9 |

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| Gary Rohwer | 5:00 PM | S107 | GIS | <u>Yes – (208) 722-5441</u> | Connection between C18 and S23 to maintain same crossing point as Hwy 26. Connection between C18 and S23 to maintain same crossing point as Hwy 26. Patch between C18 to S23 | Advantages: Direct route No farm ground Disadvantages: Cross 3 major highways with new crossing. Requires new roads. Reduced use of Fed corridor |
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Other Comments Submitted About Routes

| Name | Session attended | Comments |
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| Jane Luther | 7:00 AM | C9/S23 Follows existing power line route. |
| Gary Pearson | 7:00 AM | S18 - S13 - S6 -S19 - S20 - S21 S13 S13 to S6 S19 S19 to S20 S19 to S21 C9 to S23 Miss EFU land totally Miss sage grouse Follow existing corridors as much as possible |
| Jay Chamberlin | 7:00 AM | Support S19 – preferred Also support S20 and S21 as alternates |
| Dale Luther | 7:00 AM | C9/S19 Look at Idaho Lines Stay out of EFU ground Stay on public land as much as possible |
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| Roger Findley | 7:00 AM | S13, S18, S21, S20, S19, S23 See Jean Findley's sheet |
| Lee Belt | 7:00 AM | Recommend S9 or s19, as these avoid the exclusion and high avoidance criteria on the route analysis worksheet best, and utilize the west-wide energy corridor Vehemently oppose S18, as this route goes through prime farmland, city impact areas and would destroy the Snake River Canyon scenic byway. |
| John Wiggins | 11:00 PM | C9 or S6 I want to avoid any EFU ground in Oregon |
| Karen Wiggins | 11:00 PM | C9 or S6 I want to avoid any EFU ground in Oregon |
| Tom Phillips | 11:00 PM | Support S23 and S18 S23 follows existing corridor then straight S18 stays out of EFU in Malheur County |
| Pat Phillips | 11:00 PM | S23 or S19 Avoid leks Avoid important areas |
| James G. Farmer | 11:00 PM | S19, S20, S21, S23, S18 Keep lines off of EFU ground |
| Warren Farmer | 11:00 PM | S19, S20, S21, S23, S18 Keep off EFU ground |
| Sam T. Mori | 11:00 PM | Support - S19 – 20 – 21 – 23 – 18 |
| Juanita Mori | 11:00 PM | Support - S19 – 20 – 21 – 23- 18 |
| Pat Bashaw | 11:00 PM | Support S18, S19, S20, S21, S23, S13 We want routes out of our EFU in Malheur County. I feel these routes will be good. |
| Steve B. Smith | 11:00 PM | Support S23, S21, S20 Avoids farm use |
| Katrina Trenkel | 11:00 PM | I support routes S18-21, S23, S13 and S6 I support the above routes because they do not cross EFU ground in Malheur County. My husband Rick Trenkel also supports this route. Grant Kitamura also supports these routes. |
| Ruth Metten | 11:00 PM | S19, S20, S21, S23, S6 Less difficulties with environmental groups and ranchers |

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| Bruce Corn | 11:00 PM | S19, S20, S21 I support Jean Findley's route options S19, S20, S21, S23, S18. I believe for area three these options are most viable. They largely avoid sage grouse in routing through BLM. EFU land is avoided in Malheur County, yet IP is able to meet up with proposed routes from Central area. Environmental concerns as well as historic view sheds are largely avoided. I think most Malheur citizens can support this approach. After review of other proposed routes S7 proposed by ONDA has some merit. If we could get environmental groups' support perhaps this would speed the process for IP. |
| Gerri Stephen | 11:00 PM | Support S18-21, S23, S13, S6 Stay on public land where possible. Avoid EFU land especially. Keep lines as far from residences as possible. |
| James O. Stephen | 11:00 PM | Support S18-21, S23, S13, S6 Use public land as much as possible – stay away from private farmland and people's residences. |
| Vikki Wyatt | 11:00 PM | Support S19 to S21 meeting with Central line west of Baker County Using the existing energy corridor makes perfect sense. Going north near Little Valley through open range avoiding known leks and little used winter range. Meeting the central line proposed by the Baker people which was researched to go on through to Boardman. |
| Gary Boor | 11:00 PM | S18-21, S23, S13, S6 Goes through a bare minimum of EFU land If the line benefits the public the line should be on public land not private land |
| Melody Smit | 11:00 PM | S18 / S21 I think the location of each of these routes encompass the "best" routes for everyone involved while having the least impact on the environment and wildlife. I also think that the connection with the Langly Gulch substation will be as cost effective and the least amount of impact on the communities with these given routes. |
| Barney Harper | 11:00 PM | S19 with S30 bend. Alt. S7 No impact or minimum impact on farm ground. Alternate route through Canyon Co. needs to have reps from those areas. |
| Joan Perkins | 11:00 PM | Support S19, S20 and S21 Do not want line over our home. |
| Evelyn Sayers | 11:00 PM | Support S18 – 21, S23, S13, S6 All of these routes try to avoid exclusion areas. What they try to do is find possible ways around the Malheur County EFU land. We would like the intent of the lines to stand but tweaks to allow them to miss exclusion areas would be OK. |
| Ronney G. Yost | 11:00 PM | I agree with route S19 I agree with route S19 to avoid EFU property as much as possible. Public ground for public need. |
| DeLoris C. Yost | 11:00 PM | I agree with route S19 to avoid EFU property as much as possible. Public ground for public need. |
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| Richard Kershner | 11:00 PM | See S19 with S30 changes. Would like a copy of the “fault line” map of project area. |
| Norma Burbank | 11:00 PM | S19, S20, S21, S23, S18 Keep off of EFU ground |
| Staci Trenkel | 11:00 PM | Support S18 – 21, S23, S13, S6 <ul style="list-style-type: none"> - protects EFU ground in Oregon - keeps off privately owned ground - my first choice is an Idaho route - I am representing my husband and my parents on recommending this route. - |
| Beverly Kloss | 11:00 PM | I support S18 – 21, S23, S13 and S6 I support the above routes because they do not cross EFU ground in Malheur County and it stays off privately owned ground. However, my first choice would be an Idaho route. |
| Carl & Michaelann Seiders | 11:00 PM | Agree with S19 The proposed route avoids farmland and private landowners. It appears to have the least amount of destruction to private lands. |
| George H. Scheimer | 11:00 PM | Preference 1) S13 2) S18 3) S6 4) S19 Because it avoids Malheur County farmland. |
| Melda Schiemer | 11:00 PM | The following order of preference: 1) S13 2) S18 3) S6 4) S19 I am supporting these routes because most have chosen avoid Oregon constraints. |
| Patty Kennington | 11:00 PM | Support S6, S13 and S18 in Idaho S19, S20, S21, S23 and S7 in Oregon I am supporting Jean Findley’s routes because she knows the country and how to map. I especially support the routes in Idaho, since they will have more benefit from the line than Oregon. I support the S7 ONDA route through Idaho and along the I84 corridor as long as it does not widen to include EFU land. I support these routes because they protect EFU land in Oregon and irrigated farmland in Idaho. Idaho routes will preclude coming back in the future to cross Oregon farmland again. |
| Clinton Kennington | 11:00 PM | I support S13, S6, S18, S19, S20 and S21 conceptually S23 <ol style="list-style-type: none"> 1. Keep in Idaho in the South – TVE loop 2. Avoid EFU in Oregon |
| Joy Phelps | 11:00 PM | Agree with S18 – 21, S23, S13, S6 I don’t want the line going through our property, or any other farm ground in Malheur County. |
| Mike Peterson | 11:00 PM | Any Idaho route. Because right now you are having the route go through Oregon and nothing going through Idaho. We support SIP all the way. We do not support S17. |
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| Carrie Peterson | 11:00 PM | Idaho route first. The Stop Idaho Power route. We feel you need to work on Idaho routes first. If those routes have been fully investigated we then support Stop Idaho Power route. We do not support S17 in any way. |
| Dee Anne Mosman | 11:00 PM | I agree with routes: S13, S25, S23 These routes stay further away from farm ground than other routes. |
| Scott Lamb | 11:00 PM | I agree with routes: S25, S13, S23 Further from farming |
| Dorothy Bivins | 11:00 PM | I prefer the C9 route and onto S19, S9 I prefer the route that is on the federal corridor as much as possible and avoids farmland and homes. |
| Robert Bivins | 11:00 PM | See Dorothy Bivins copy for comments. Put on federal corridor. Avoid farmland and homes. |
| Gerald Williams | 11:00 PM | I support S18 to S13. Protect farmland. |
| Ken Knothe | 11:00 PM | Most of route is on public land – avoid EFU lands. |
| Donna Kemble | 11:00 PM | S19 – S21 Oregon S13 – S18 Idaho Oregon – I am a farmer and owner. I believe this route will be best to serve EFU concerns to route on mostly public land. Idaho – I have/own property North out of Parma so I believe my choice for lines in Idaho will best address my Idaho concerns. |
| Carol Knothe | 11:00 PM | S19 to S20 to S21 Avoid EFU in Malheur County Avoids leks |
| Patricia and Antonio Rampa | 11:00 PM | I agree with Jean Findley's routes |
| F. Neil Petterson | 11:00 PM | I agree with Jean Findley route that she mapped out for us. |
| Emma Ruth Petterson | 11:00 PM | I agree with Jean Findley route that she mapped out for us. |
| Jason Youtsey | 5:00 PM | 1 st choice S23 to C9 to S13 2 nd choice S21 to S19 to S13 to C9 to S23 Avoid Exclusive Farm Use area Health issues Irrigation pivots systems |
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| Pat Trenkel | 5:00 PM | <p>1st choice – S13 to Pearl, then S6 2nd choice – C9 to S23 then S23 3rd choice – C9 to S19 to S21, S20 or S19 Most importantly I believe these routes avoid Exclusive Farm Use Land as well as avoiding other exclusion areas also. I prefer the Idaho routes as I do not believe Malheur County will benefit from the 500 kv line. Actually, I am not convinced that there is a need for any 500 kv lines, given the state of our economy. I haven't checked Donald Oukes' information about Idaho Power stockholders and executives, but if he is right, Idaho Power does not need to make a profit from "on the backs of" average person. They are already being paid excessively.</p> |
| Linda Doman | 5:00 PM | <p>Idaho S13 to S6 Oregon S19 to C9, C9 to S23 Not through farm ground</p> |
| Farrell Larson | 5:00 PM | <p>Idaho S13 S6 Oregon S19 and C9, C9 to S23 Not on EFU land</p> |
| Matt Ure | 5:00 PM | <p>Boardman S23 to C9 to Hemingway Boardman S21 to S19 to S13 to Hemingway Harney Electric Coop in the future will need to sell power as well as Idaho Power due to wind, solar, geothermal being developed now. Ada County future power expansion is represented in line S13 – why not put it in now! We need not disturb but less than 1% of EFU land due to loss of water right. S21 to S19 to S13 to Sand Hollow substation looks promising.</p> |
| Alice Ure | 5:00 PM | <p>Boardman to S23 to C9 to S13 then to Hemingway (first choice) Need to avoid EFU land or farming use, avoid pivot irrigation system, Stay on BLM or public lands, avoid health issues (noise, medical, etc), need avoid any crop dusting areas. Malheur County does not use as much electricity as much as Idaho does, so it needs to be built in Idaho kv 500 lines. Idaho needs to give Malheur County on Electric Co-op and let them in Malheur County run it better than Idaho does now.</p> |
| Alice Ure | 5:00 PM | <p>Boardman to S23 to C9 to S18 to S13 to S19 to S21 (second choice) 1) Avoid EFU lands or use (all) 2) Pivot irrigation systems 3) Needs to stay on BLM lands or public lands as much as possible. If it is for the people then it should be on public lands or BLM lands. 4) If Idaho uses the most power than Malheur County then it should be on Idaho lands. 5) Health hazard – we need to avoid all health issues as possible. (noise, medical, etc) 6) Need to avoid any areas that our crop dusters need to spray. 7) Why is the 500 kv needed in Malheur County if the uses are down?</p> |
| Emery and Marjory Cameron | 5:00 PM | <p>Route A – C9 – S19 or S20 or S21 Route B – C9 – S23 Idaho Route S13 – Route A Route B – S13 to Pearl and S6 Route C – S18 and S13 We want people and their livelihood which is farming and related ag business</p> |

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| David J. Barber | 5:00 PM | S7 in Baker County suggest |
| George White | 5:00 PM | C9 to S19/S20/S21 all acceptable It keeps it all on federal land. S7 would work too. |
| Jean Barker | 5:00 PM | C9 to S19/S20/S21 all acceptable It keeps it all on federal land. S7 would work too. |
| Joe White | 5:00 PM | C9 to S19/S20/S21 all acceptable It keeps it all on federal land. S7 would work too! |
| Nancy Scott | 5:00 PM | C9 to S23 Buchanan route C9 to S19, S19 or S20 or S21 S18 to S13 U.S. 95 rt S13 to Pearl, S6 to Snake R. Avoid private property, farm ground Use public land because the public benefits from it, not a few individuals. Would like to see all 4 routes analyzed. People are more important than animals, plants |
| Roger Corrigan | 5:00 PM | C9 and S23 C9 and S19 Or C9 and S19 and S20 and S21 S13 to Pearl and S6 S18 and S13 I prefer route C9 and S19 because it avoids most farm ground in Malheur County and it also ties into an energy loop around Treasure Valley. It also avoids populated areas. |
| Anne Corrigan | 5:00 PM | C9 and S23 C9 and S19 or S21 or S20 S13 to Pearl and S6 S18 and S13 Route C9 and S19 is preferable because it avoids most Malheur County farmland and can be tied easily into an energy loop around the Treasure Valley. |
| Bruce Penn | 5:00 PM | 1) C9 to S19 (S19; S20; S21) avoids Malheur EFU land uses existing PPL @ south, keeps it off and away from sage grouse. 2) S13 to Pearl to S6 avoids Malheur EFU and avoids sage grouse and Oregon's public land. 3) S13 to S18 to S13 avoids Malheur EFU and sage grouse and puts in Idaho who benefit. 4) S13 to C9 to S23 avoids Malheur EFU sage grouse and puts it on public land. |
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| Sharon Penn | 5:00 PM | #1 – C9 to S19 (S19, S20 and S21) #2 – S13 to Pearl to S6 avoids Malheur EFU and avoids sage grouse and Oregon public land. #3 – S13 to S18 to S13 avoids Malheur EFU land and sage grouse and puts the line in Idaho for those with ultimately benefit from it #4 – S13 to C9 to S23 avoids Malheur EFU and sage grouse and would use public land. Using existing PP & L at South keeps it off and away from sage grouse and avoids EFU land in Malheur Co. |
| Roberta Trenkel | 5:00 PM | Choice 2 – C9, S23 It stays off Exclusive farmland Choice 1 – S13 to Pearl and S6 It will go on the Idaho side and benefit the Idaho users. Choice 3 – C9 and S19 Stays off exclusive farm use land |
| Connel Petterson | 5:00 PM | #1 – S13 and S6 – primarily public lands and away from populated areas. #2 – C13 and S25 – public lands and links north populations #3 – C9 and S23 mostly public lands – away from populated areas |
| Dick Davis | 5:00 PM | No 1 route S13 plus S6 all Idaho To keep the route on public ground and off of prime farm 1 st analysis – route A C9 – S23 2 nd analysis – B + S19, S20, S21 |
| Betty Thomas | 5:00 PM | C9 + S23 public land in Oregon C9 + S19 public land in Oregon S18 – S13 Keep as much in Idaho as possible |
| Elvis Thomas | 5:00 PM | C9 + S23 public land in Oregon C9 + S19 public land in Oregon S18 – S13 keep in Idaho as much as possible |
| Jeff Sutton | 5:00 PM | 1) S13 to S6 2) S13 to S18 3) S25 to C13 4) C9 to S23 1) S13 to S6 It stays off EFU land and is primarily on public land. Easy loop access 2) S13 to S18 It stays off EFU land and provides a shorter route to Hemingway. Easy loop access. 3) S25 to C13 Stays off EFU land and is a direct route north. Easy loop access. 4) C9 to S23 Stays off EFU land. Far removed from populated areas. Easy tie into future loop. |
| Gary Rohwer | 5:00 PM | N. of Burns east where current 500 kv crosses Hwy 20. Heads n.w. crosses 395 south of Harney county line n.w. to same point as S9 and S23 North of Burns east where current 500 kv crosses Hwy 20. Heads northwest. Crosses 395 south of Harney County line northwest crosses same point as S96 and S23 Advantages: Intermediate route No farm ground Reduces new highway crossings Intermediate use of Federal corridor C9 to S23 to C18 to C9 |
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| Ken Teramura | 5:00 PM | Preference S19 or C6 does not affect farming Do not want S17 I farm 400 ac and own 400 ac which S17 crosses on hwy 20-26 by Cario Junction. We grow and ship onions in USA so 900,000 50# sacks. We cannot have curtailment of ag practices because of added costs, we need to use routes that do not affect intensive ag ground. |
| Steven R. Lewis | 5:00 PM | I support map #s S18 thru S21, S23, S6 and S13 All routes must avoid EFU land use areas in Oregon. |
| John Lax | 5:00 PM | S13/S6 stays in Idaho, mostly not irrigated land. Could eventually envelop Boise and surrounding cities. For future power needs the impact on agriculture would be minimum exactly the opposite of what would happen in Oregon. You also could go further east towards Elmore County so you wouldn't have view shed problems in the Boise area. S18 – S13 These two routes connected stay in Idaho and surround the greater Treasure Valley. They could spur off of these lines to any area for future growth needs. |
| Jerry Gyllenskog | 5:00 PM | I feel the general route should stay on public land as much as possible staying along C9 from Hemingway to S23 to Boardman. |
| John Watson | 5:00 PM | #1 C9-S19-S21-Baker Co #2 C9 → S23 – C9 (alt. C29) - least use of farm ground - most use of public ground - co-operation with other groups (i.e. Baker, Grant) - least evasive and environmental concerns |
| Margie Watson | 5:00 PM | 1) C9 – S19 – S21 the connect to Central routes 2) S96 3) S101 4) S107 1) Least use of ag farm ground 2) Most use of public ground |
| Woneta Mendive | 5:00 PM | C6, S19, C9 to S96 - S19 is feasible but I would like to see it avoid farmland. - C9 to S96 is desirable as it avoids a lot of farm ground. - We DO NOT want S18 or S17 this cuts directly through EFU land in our area! |
| Rich Mendive | 5:00 PM | C6, S19, C9 to S96 back to C9 I like C6 route from Boardman down because it passes most image spots. I want it to bypass EFU land in Oregon or Idaho. I do not want S17 at all or S18 at all. |
| Darwin Schweitzer | 5:00 PM | S6 and S13 |
| Betty Lee Clarich | 5:00 PM | C9 to S96 to S23 to C18 to C9 |
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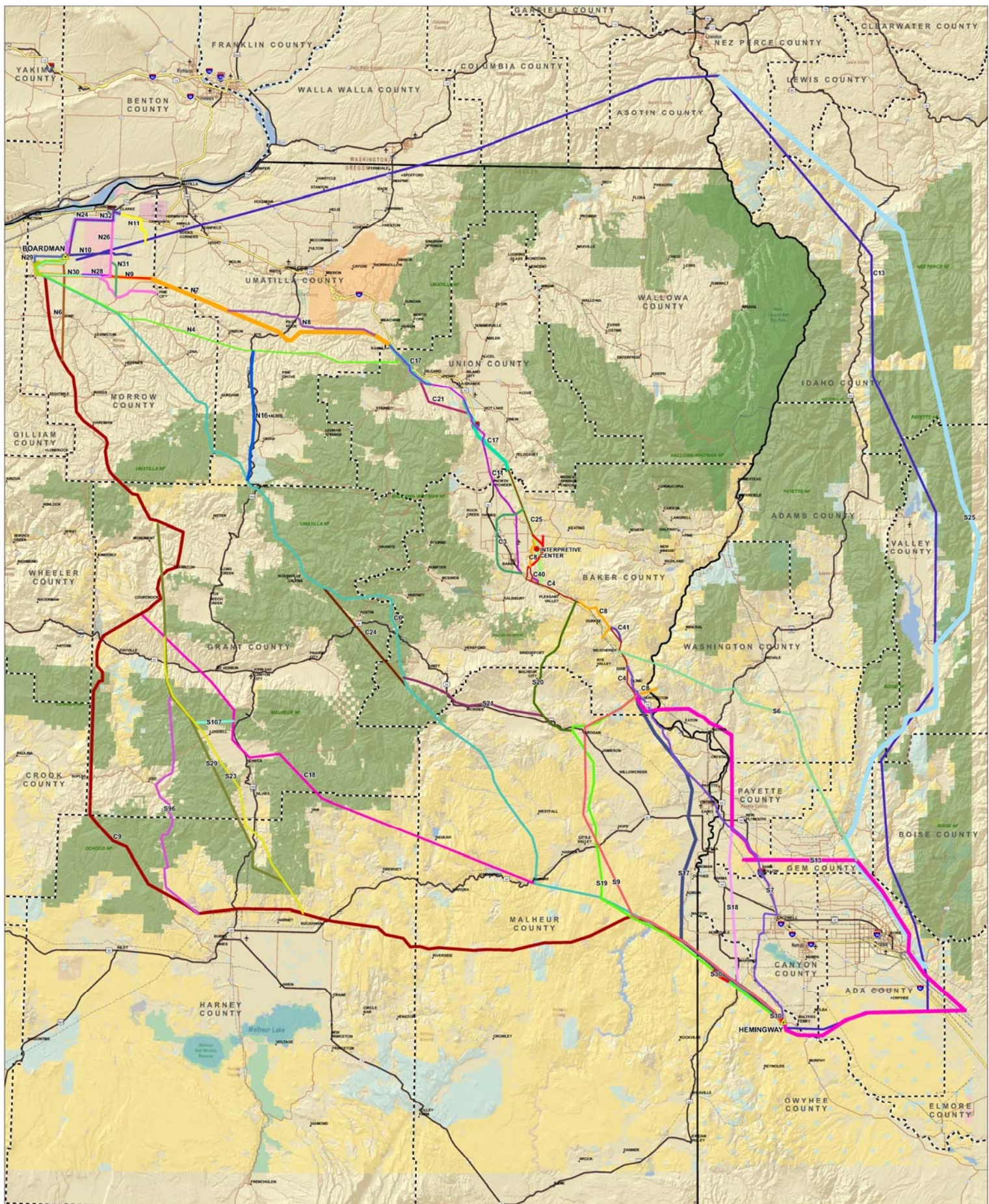
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| Bill Clarich | 5:00 PM | From C9 Boardman to Burns on existing 500 kv from first service roads to John Day Hwy 26 C9 to S96 to S23 to C18 to C9 |
| Harlen Garner | 5:00 PM | (S6 and S13) (C9 + S19) Put it on public land, off private property |
| Harold Schollan | 5:00 PM | S19, C9, C21 1) away from farmland 2) it is in BLM or semi desert |
| Joel Price | 5:00 PM | #1 Route S13 plus S6 All Idaho #2 C9 + S23 – public lands in Oregon #3 C9 + S19 public lands in Oregon #4 S18 + S13 All Idaho My family members support these routes too Paul and Alyce Shenk (541) 339-4543 Bob and Robin Martin Ryan and Jennifer Martin (541) 372-3886 Clarice Poor (541) 372-2650 Quentin Shenk (541) 339-4543 Lawrence Shenk “ “ Andrea Shenk “ “ |
| Vikki Price | 5:00 PM | #1 Route S13 plus S6 #2 C9 + S23 – public lands in Oregon #3 C9 + S19 public lands #4 S18 + S13 All Idaho |
| Bill Shenk | 5:00 PM | #1 Route S13 plus S6 All Idaho #2 C9 + S23 – public lands in Oregon #3 C9 + S19 – public lands in Oregon #4 S18 + S13 – All Idaho |
| Florence Shenk | 5:00 PM | #1 Route S13 plus S6 C9 + S23 – public lands in Oregon C9 + S19 public lands in Oregon S18 + S13 All Idaho |
| Reid Saito | 5:00 PM | From Hemingway take C9 to the junction of S96 (north of Burns). Follow S96 north to where it hooks back onto C9 to Boardman. 1) follow existing lines where possible 2) avoid EFU ground and populated areas |
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| Kaylena Saito | 5:00 PM | From Hemingway, take C9 to Burns (follow existing lines then to S96 (junction) follow existing forest roads then connect to C9 to Boardman. 1) follow existing lines 2) easy access using already made forest roads 3) not going through prime farms 4) not interrupting community living |
| Norma Jean Price | 5:00 PM | S13 to S6 to stay on the Idaho side to stay away from EFU ground in Malheur County and farm ground on the Idaho side. |
| Patti Price | 5:00 PM | I choose S13 to Pearl then S6 the route stays out of EFU ground in Oregon and stays closer to Boise and the population. The route C9 to S19 or C9 + S23 + route connect to Boardman easier but too far from Boise and the growth. Kelsey and Matt Zimmerman agree with me. |
| Kenneth D. Price | 5:00 PM | S13 to S6 on the Idaho side and away from Malheur County's EFU ground. |
| Larry Rice | 5:00 PM | S13 to Pearl + S6, C13, S9 S13 to Pearl + S6 – allow for power to be close to the major growth area that Idaho Power service. Will not be in major farm ground. C13 – stay on mostly public land S9 – stays off Oregon EFU ground in Malheur Co |
| Rod Price | 5:00 PM | S13 to S6, C9 to 23 S13 to S6 this route would be the 1 st leg of the Treasure Valley loop, so I believe instead of building 2 lines, why not start that process on the east leg of that loop. C9 to S23 would follow the west-wide energy corridor and then branch north and avoid EFU ground in Oregon. |
| Jim Graham | 5:00 PM | S6 to S13 (Sand Hollow) S13 to Hemingway or Baker to Brownlee, Brownlee to Boise + Sand Hollow + Hemingway Boardman to Pendleton, Pendleton to La Grande, La Grande to Baker, Baker to Brownlee (be able to hook into Hells Canyon or Snake River grid). Brownlee to Boise, Sand Hollow and Hemingway This route would allow to feed power to towns hook into a major grid and switch power back and forth. Also feed load grids Boise, Meridian, Nampa, Payette and Ontario Restore sage grouse habitats. |
| Kelly S. Houston | 5:00 PM | S18-21, S23, S13, S6 Because it doesn't cross EFU land. |
| Matthew Eicher | 5:00 PM | C9 to S19 on public lands to S19/S20/S21 C9 to S23 on public lands S13 to Pearl and S6 to Baker S13 to Pearl, S13 Pearl is strategic S18 to S13 S19 combined with S13 and C9 would tie in nicely with the T.V. energy loop. C9 follows existing utility corridor. Avoiding prime farm ground is my 1 st concern. S18 contradicts this and I really doubt it will fly, but it needs to be given equal consideration to previously proposed Ore. Route by I.P. |
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| Darlene Ashby | 5:00 PM | Route S13 plus S6 all Idaho There is no reason to use up perfectly good farmland or be close to any schools. |
| Richard Ashby | 5:00 PM | Route S13 plus S6 all Idaho |
| Janis Osgood | 5:00 PM | C9, S19, S20 or S21 S96 – S101 – S107 |
| Milton Osgood | 5:00 PM | 1st choice - C9, S19, S21 or S20 2nd choice – S96 3rd choice – S101 4 th choice – S107 Use less EFU and prime farmland Puts line on public land for the public good |
| Bo Arvidson | 5:00 PM | S21 – S19 – S13 S18 is a bad route + dense population, lots of hop fields, disturbs residences |
| Max Arvidson | 5:00 PM | S21 → S19 → S13 Due to population density I support the S19 → S21 route. Why not disturb the least amount of people? |
| John Davis | 5:00 PM | Route my choice 1. C9 + S23 2. C9 + S19 3. S13 + S6 Idaho route (would be best) Reasons – it is on land that is not used for farming or being lived on. When there is good options to keep it all off of ground that people own. It should be kept on BLM not on land where land prices would be affected. |
| Kay Davis | 5:00 PM | Routes to be analyzed. My choices are: 1. C9 + S23 2. C9 + S19 3. S19 4. S6 The routes I've chosen would save our farmland and protect ourselves and our children. The routes I propose puts the line on public land where families don't live and doesn't destroy people's property or lives. |
| Larry J. Davis | 5:00 PM | I choose routes C9 + S23, C9 + S19 – S13 – S6 My routes are important because they do not destroy farmland or people's income or lives. My included! Put it on government land where you don't destroy people's lives! |
| Kathy Clarich | 5:00 PM | S13 to S25 to C13, S13 to S6, C9 to S19 to S21 to C24 to C6, C9 to S29 to C9 Needed routes that avoid the valuable farm ground need to go through public lands as much as possible. Thank you for letting us have an input as to where to route these lines. I really enjoyed Emily and the time she spend working through all the routes. |

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| Sharon K Lawrence | 5:00 PM | S18-21, S23, S13 and S6 1. I support building the line in Idaho 2. Do not build the line on Exclusive Farm Use in Oregon |
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Appendix 6
Routes Developed by Project Advisory Teams

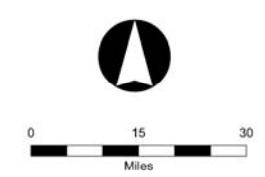


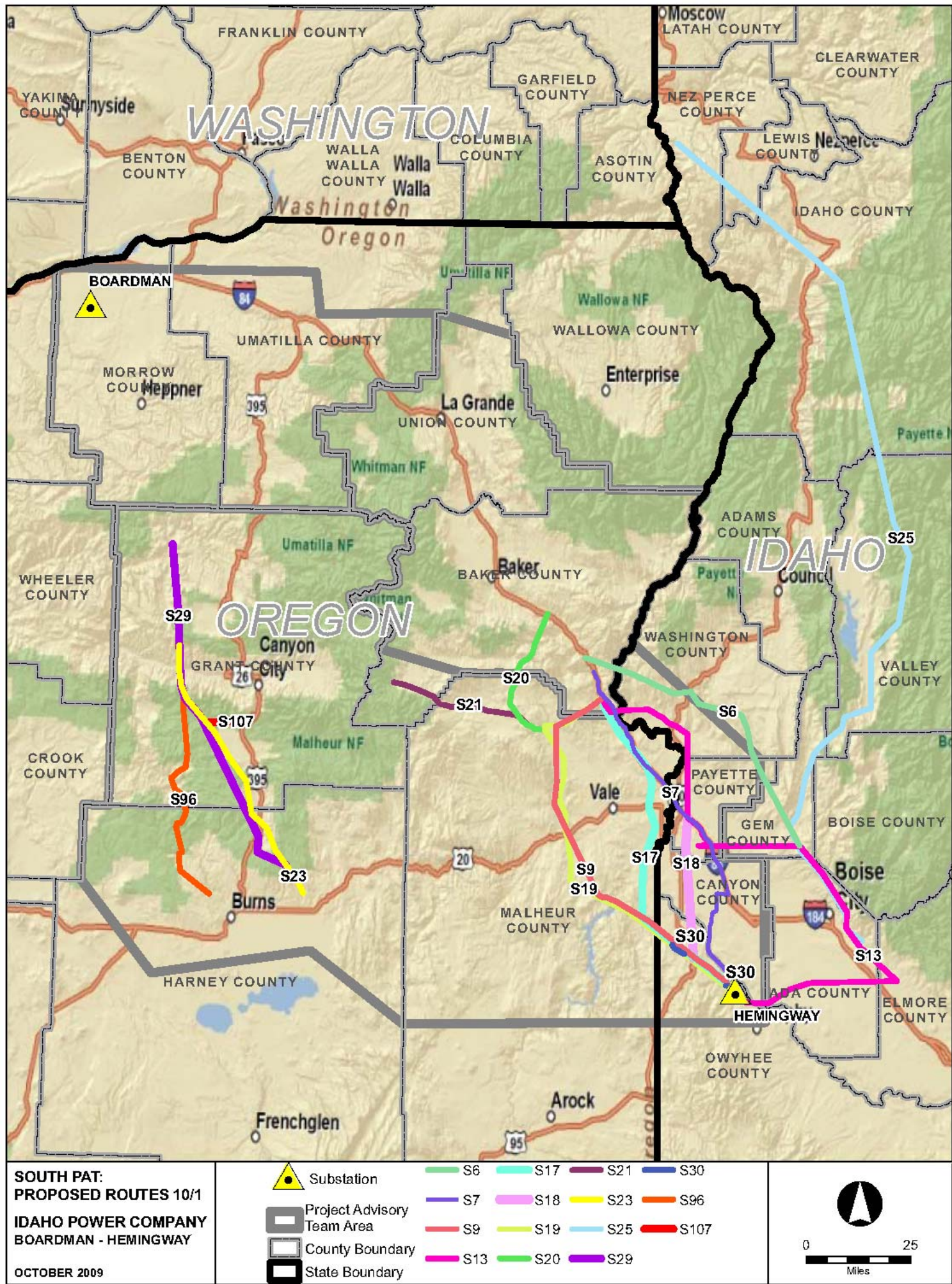
**NORTH, CENTRAL & SOUTH
PAT PROPOSED ROUTES**

BOARDMAN - HEMINGWAY

OCTOBER 2009

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| <ul style="list-style-type: none"> Substation Existing Transmission Line Oregon Trail Interpretive Center U.S. Forest Service Lands County Boundary | <ul style="list-style-type: none"> Bureau of Land Management Indian Reservation Military National Park Service Other Federal Private State US Fish and Wildlife Service | <ul style="list-style-type: none"> N4 N6 N7 N8 N9 N10 N11 N16 N24 N26 N28 N29 N30 N31 N32 C3 C4 C6 C9 C11 C13 C17 C18 C21 C24 C25 C40 C41 C8 - Proposed 500kV C8 - Relocated Existing 230kV | <ul style="list-style-type: none"> S6 S7 S9 S13 S17 S18 S19 S20 S21 S23 S25 S29 S30 S36 S96 S107 |
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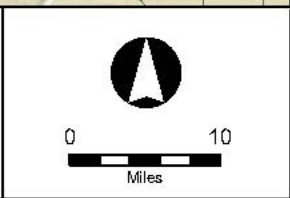






**SOUTH PAT:
PROPOSED ROUTES
OREGON-IDAHO**
IDAHO POWER COMPANY
BOARDMAN - HEMINGWAY
OCTOBER 2009

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| Substation | Project Advisory Team Area | S6 | S17 | S21 |
| Existing Transmission Line | State Boundary | S7 | S18 | S30 |
| | | S9 | S19 | |
| | | S13 | S20 | |



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