ATTACHMENT B-1
2010 SITING STUDY

Siting Study

August 2010

Boardman to Hemingway

Transmission Line Project

Prepared By:

IDAHO POWER®
An IDACORP Company

Idaho Power Company
1221 West Idaho Street
Boise, ID 83702

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Acronyms and Abbreviations

ACEC	area of critical environmental concern
ACSR	aluminum conductor steel reinforced
ANSI	American National Standards Institute
B2H Project	Boardman to Hemingway Transmission Line Project
BLM	Bureau of Land Management
BPA	Bonneville Power Administration
CAP	Community Advisory Process
EFSC	Energy Facility Siting Council
EFU	Exclusive Farm Use
GIS	geographic information system
I-84	Interstate 84
Idaho Power	Idaho Power Company
IDFG	Idaho Department of Fish and Game
IPUC	Idaho Public Utilities Commission
IRP	Integrated Resource Plan
kV	kilovolt
MP	milepost
MW	megawatt
NAD83	North American Datum of 1983
NEPA	National Environmental Policy Act
NFD	National Forest Development
NRCS	Natural Resources Conservation Service
ODFW	Oregon Department of Fish and Wildlife
ODOE	Oregon Department of Energy
ONDA	Oregon Natural Desert Association
OPGW	optical ground wire
OPUC	Oregon Public Utilities Commission
PAT	Project Advisory Team
PGE	Portland General Electric
Project	Boardman to Hemingway Transmission Line Project
ROW	right-of-way
TNC	The Nature Conservancy
USFS	U.S. Department of Agriculture Forest Service
UTM	Universal Transverse Mercator

WECC	Western Electricity Coordinating Council
WSA	wilderness study area

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1 INTRODUCTION

1.1 Background and Objectives

This document presents the results of the transmission line siting conducted by Idaho Power Company for the proposed Boardman to Hemingway Transmission Line Project (B2H Project or Project). Idaho Power partnered with communities from northeast Oregon to southwest Idaho to create a Community Advisory Process (CAP) that was responsible for identifying proposed and alternative routes for the B2H Project. The overall objectives for siting the Project were to address community concerns while balancing regulatory requirements, construction difficulty, and overall costs. Data and methods used to analyze the 49 routes and/or route segments that were developed through the CAP and the results of the analysis are described in this document.

1.2 Project Overview

Idaho Power is proposing to construct, operate, and maintain a new, approximately 300-mile-long, single-circuit electric transmission line between northeast Oregon and southwest Idaho known as the Boardman to Hemingway Transmission Line Project. The overhead, 500 kilovolt (kV) transmission line will carry energy bi-directionally between a Portland General Electric (PGE) planned switching yard (Grassland Substation) adjacent to the Boardman Generating Plant, near the city of Boardman in Morrow County, Oregon, and the existing Idaho Power Hemingway Substation, located in Owyhee County, Idaho. The proposed transmission line will connect with other transmission lines at these substations to convey electricity on a regional scale and serve native loads. Federal, state, and private lands in five counties in Oregon and one in Idaho will be utilized to construct the proposed transmission line. Table 1.2-1 describes land ownership by county and major land managing agency and private owners.

Table 1.2-1. Route Mileage Summary by Land Manager/Owner

Segment	County	Miles	National Forest System		Bureau of Reclamation		BLM Public Lands		Department of Defense		State and Municipal		Private	
			Miles	%	Miles	%	Miles	%	Miles	%	Miles	%	Miles	%
1	Morrow	36.2							8.1	22.4			28.1	77.6
2	Umatilla	60.9											60.9	100
3	Union	40.2	6.3	15.7			0.7	1.7			0.1	0.2	33.1	82.3
4	Baker	68.2					16.0	23.5			3.0	4.4	49.2	72.1
5	Malheur	70.7			0.5	0.7	46.8	66.2					23.4	33.1
6	Owyhee	23.5					17.3	73.6			3.5	14.9	2.7	11.5
Totals		**299.7**	**6.3**	2.1	**0.5**	0.2	**80.8**	27.0	**8.1**	2.7	**6.6**	2.2	**197.4**	65.9

The B2H Project is proposed for the following reasons:

1. To allow Idaho Power to meet its obligations to serve its retail customers located in the states of Idaho and Oregon.

2. To comply with the requirements of the Federal Energy Regulatory Commission that Idaho Power construct adequate transmission infrastructure to provide service to wholesale customers in accordance with Idaho Power's Open Access Transmission Tariff (2008).
3. To provide a cost effective resource which serves as a critical component of the Company's preferred resource portfolio presented in the 2009 Integrated Resource Plan (IRP) prepared by Idaho Power (2009) and submitted in December 2009 for acknowledgement to both the Idaho Public Utilities Commission (IPUC) and the Oregon Public Utility Commission (OPUC).
4. To allow Idaho Power to maintain reliable electric service pursuant to the standards set forth by the North American Electric Reliability Corporation and implemented by the Western Electricity Coordinating Council (WECC).
5. To relieve congestion of the existing transmission system and enhance the reliable, efficient and cost-effective energy transfer capability between the Pacific Northwest and Intermountain regions.

In short, the B2H Project will relieve existing congestion, alleviate reliability constraints, and provide additional capacity for the delivery of up to 250 megawatts (MW) of needed energy to Idaho Power's Boise service area by mid-2015 and an additional 175 MW by 2017.

The B2H Project is neither required to support any particular new generation project nor is it justified by any particular existing generation project. Rather, the B2H Project would serve as a crucial high-capacity connection between two key points in the existing bulk electric system. The bulk electric system can be thought of as a network of "hubs" and "spokes" in which substations serve as central "hubs" that send and receive electricity along distribution lines or "spokes." For this system to work reliably, there must be a network of high-capacity transmission lines connecting major "hubs." These high-capacity transmission lines are often the only way to transport electricity from where it is generated to where it is needed to serve load. Idaho Power's proposed B2H Project would serve as a crucial high-capacity "backbone" connecting the load served by Idaho Power's Hemingway Substation to electricity available in the Boardman, Oregon, vicinity, and vice versa, depending on the time of year.

2 APPROACH TO SITING

Idaho Power established a broad study area that encompassed the two fixed points for the Project—the proposed Grassland Substation and the existing Hemingway Substation—and established five Project Advisory Teams (PATs) representing five geographic areas within the study area. The PATs developed community criteria that they used in conjunction with regulatory and Idaho Power criteria to identify, develop, and recommend proposed and alternative routes. This section provides information on the study area, opportunities and constraints, and the CAP. Additional information is also included in the Preliminary POD (Idaho Power 2010).

2.1 Study Area

The study area for the proposed Project extends from the proposed Grassland Substation near the city of Boardman in Morrow County, Oregon, to the Hemingway Substation in Owyhee County, Idaho. This area includes much of eastern Oregon (7 counties) and southwest Idaho (4 counties) as shown on Figure 2.1-1. In total, the study area comprises all or portions of 11 counties as listed in Table 2.1-1 covering approximately 31,422 square miles, of which 44.3 percent is privately owned and 55.7 percent is federally and state owned.

Table 2.1-1. Counties in the Study Area

Oregon Counties	Idaho Counties
Morrow County	Washington County
Umatilla County	Canyon County
Union County	Payette County
Baker County	Owyhee County (portion)
Malheur County (portion)	
Grant County	
Harney County (portion)	

Proceeding south and east the study area transitions from a large agricultural area south of the Columbia River, to the mountains in the middle of the study area, and to a large irrigated valley along the Snake River. Development is greatest in the Snake River valley, especially on the Idaho side of the river, and along Interstate 84 (I-84) around Baker City, La Grande, Pendleton, Hermiston, and Boardman. There are four national forests covering large portions of the central mountainous area, which are managed by the U.S. Department of Agriculture Forest Service (USFS) for a large number of biological, scenic, recreation and other resources. The Bureau of Land Management (BLM) manages a variety of resources and a large portion of the high desert areas in the southern part of the study area.

2.2 Constraints and Opportunities

Constraints are defined as resources or conditions that potentially limit transmission line routing because of relative sensitivity to facility construction or operation. Opportunities are defined as resources or conditions that can accommodate transmission line construction and operation because of their physical characteristics or regulatory designations. See Appendix A for a list of spatial (geographic information system [GIS]) constraints and opportunities along with data sources considered for this Project.

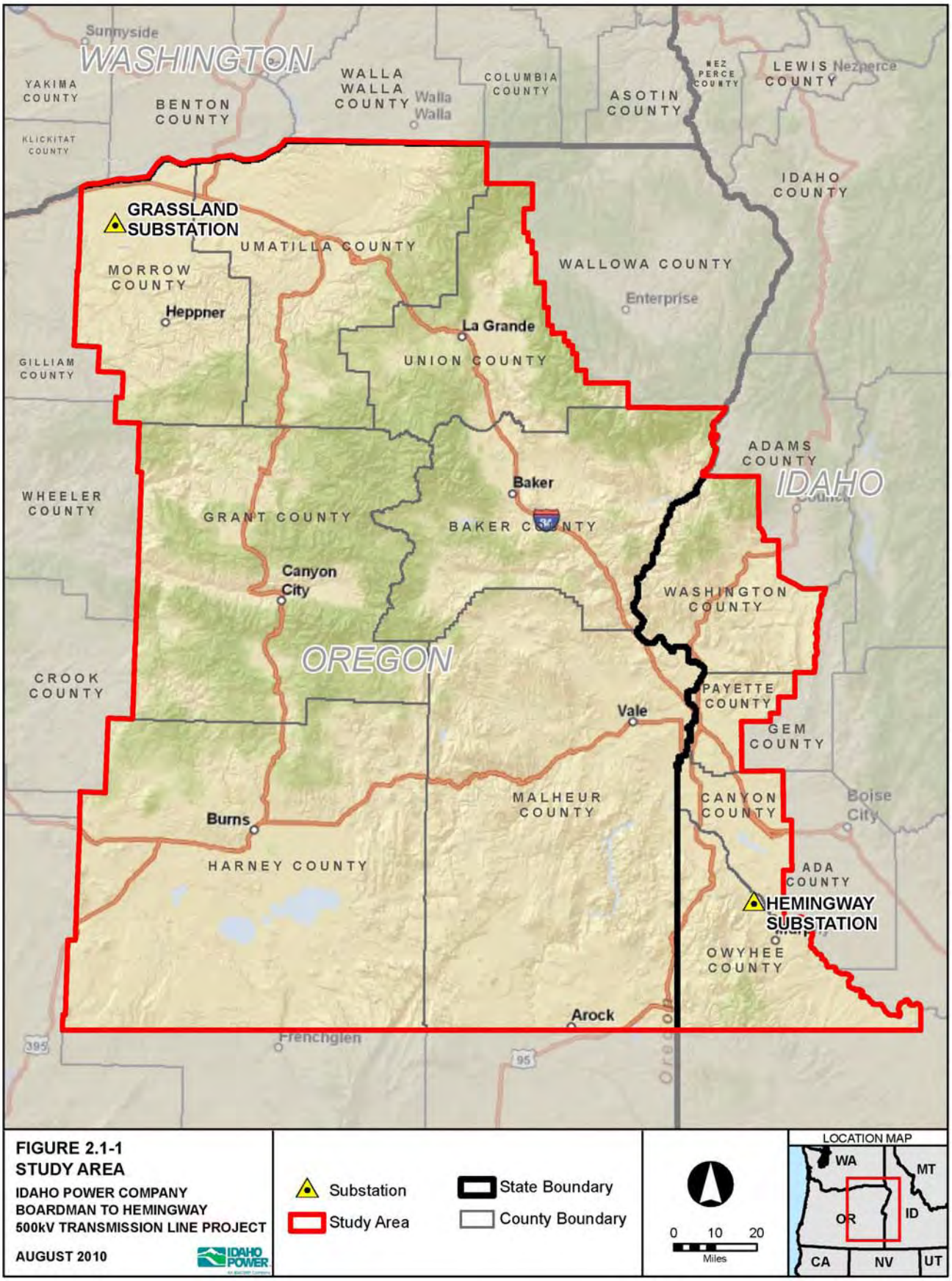


FIGURE 2.1-1
STUDY AREA
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010

2.2.1 Constraints

Geographically the study area comprises three general landscapes—agricultural areas, mountains, and high desert. Each has a unique set of constraints (see Figure 2.2.1-1) to be considered in identifying and evaluating feasible routes for development of a new transmission line.

- Agricultural Areas—There are large agricultural areas throughout the study area. Morrow and Umatilla Counties include many farms with pivot irrigation as well as vast areas of dry agriculture, urban areas like Boardman and Pendleton and smaller communities like Pilot Rock. Additionally, there are a growing number of wind farms, government-owned lands like the Boardman Bombing Range, historic resources like the Oregon National Historic Trail, and habitat for protected species like the Oregon-listed endangered Washington ground squirrel.

  In the middle portion of the study there is considerable farming, much of which is irrigated in Baker and Union Counties. Development in these two counties has occurred around Baker City, La Grande, and a number of smaller communities. Both counties also include large mountainous areas and large tracts of National Forest.

  In the southern counties, including Malheur County, Oregon, and the Idaho portion of the study area, conditions are similar with much irrigated farmland and less dry agriculture in the Snake River Valley. There is also much more development, especially in Idaho counties, and I-84 is the major transportation corridor.

  A siting constraint unique to Oregon is the protection provided to Exclusive Farm Use (EFU) zones under Oregon law regarding utility facility siting. The Energy Facility Siting Council (EFSC) will not issue the necessary site certificate for a utility project sited on EFU-zoned lands unless reasonable alternatives have been considered and found unsuitable.

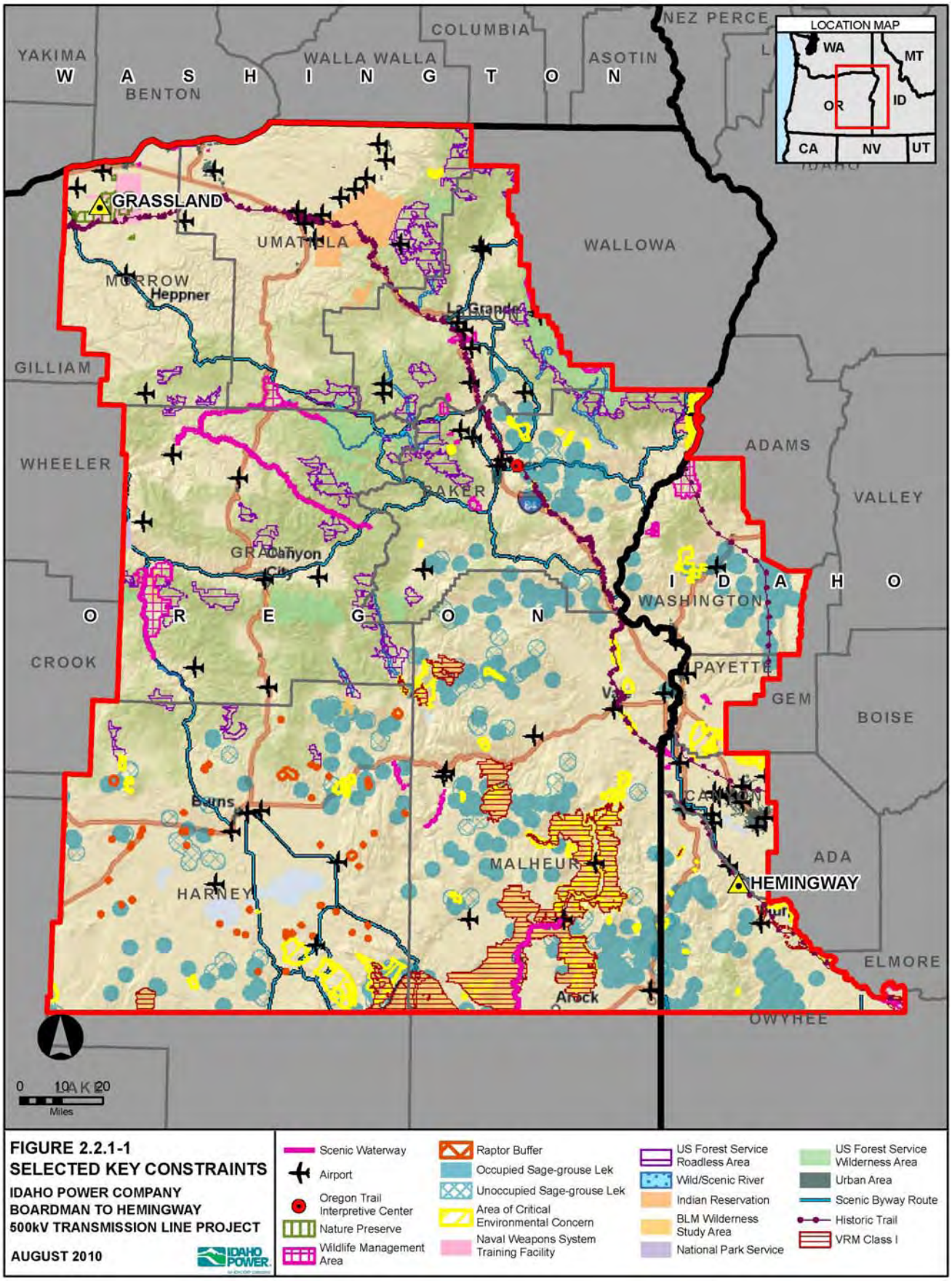
- High Desert Areas—Areas of high desert extend across much of the southern half of the study area north and west into Baker and Grant Counties. Much of the land is managed by the BLM and is designated as areas of critical environmental concern (ACECs), wilderness study areas (WSAs), and other special resource management areas. There are large areas of sage-grouse leks, associated 2-mile lek exclusion buffers, and sage-grouse habitat. There are a number of small cities and towns but overall developed areas occupy a very small percentage of the high desert region.

- Mountainous Areas—The mountainous areas such as the Blue Mountains have rugged topography with many areas of steep slopes in excess of 35 percent and other areas of unstable slopes that present design and construction challenges. National Forests including the Wallowa-Whitman, Malheur, Umatilla, and Ochoco occupy much of the forested mountainous area. Some of the most challenging resource and/or land use constraints in these areas include wilderness areas, WSAs, wild and scenic rivers, special status streams, visual resource retention and preservation lands, and inventoried roadless areas.

Constraints were considered from both an environmental and a regulatory perspective as well as from a community perspective. The CAP, discussed further in Section 2.6, allowed citizens to identify resources important to the communities, which may or may not fall under regulatory guidance. Appendix B provides the community criteria collected from the five PATs during the CAP.

2.2.2 Opportunities

In the study area, the most extensive opportunities are existing transmission lines and the utility corridors designated by the U.S. Department of Energy as West-wide Energy Corridors, the USFS, and the BLM.


LOCATION MAP
WA
MT
OR
ID
CA
NV
UT
YAKIMA
WASHINGTON
BENTON
WALLA WALLA
COLUMBIA
ASOTIN
NEZ PERCE
GRASSLAND
UMATILLA
WALLOWA
MORROW
Heppner
La Grande
GILLIAM
WHEELER
ADAMS
VALLEY
BAKER
GRANT
Canyon City
IDAHO
WASHINGTON
OREGON
CROOK
PAYETTE
GEM
BOISE
Burns
CANYON
ADA
MALHEUR
HEMINGWAY
HARNEY
ELMORE
Arock
OWYHEE
0 10 20
Miles
FIGURE 2.2.1-1
SELECTED KEY CONSTRAINTS
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010
IDAHO POWER
Scenic Waterway
Airport
Oregon Trail Interpretive Center
Nature Preserve
Wildlife Management Area
Raptor Buffer
Occupied Sage-grouse Lek
Unoccupied Sage-grouse Lek
Area of Critical Environmental Concern
Naval Weapons System Training Facility
US Forest Service Roadless Area
Wild/Scenic River
Indian Reservation
BLM Wilderness Study Area
National Park Service
US Forest Service Wilderness Area
Urban Area
Scenic Byway Route
Historic Trail
VRM Class I

The PATs and Idaho Power sought to maximize the use of existing and designated corridors where practicable.

2.3 Data Sources

ArcGIS software was the main tool used in the analysis and siting of the B2H Project transmission line. GIS data were collected from a wide range of sources including federal, state, and local governments and agencies; conservation organizations; and other private organizations. In some cases, digital data were not available and the necessary GIS layers were created from existing hard copy maps and reports. Additionally, many online resource centers were used to gain unlimited access to various data sets.

Data collected for the project ranged from general geographic raster-based data, like aerial imagery and topographic maps to vector-based data including state parks, recreation sites, and special management areas. Over 75 different datasets were collected depicting various land use types within the study area. Information on biological resources, like sage-grouse habitat and elk and deer winter range data, were collected along with cultural data including the Oregon National Historic Trail and existing intact ”trailruts.” Water and wetland resource data were also compiled, as were geologic data including landslide and soil information. Datasets were gathered on visually sensitive areas as well, including scenic byways.

In addition to these sources, letters from knowledgeable landowners, stakeholder input at public meetings, and information from local agency staff members directly influenced the siting process.

2.4 GIS Database

Using ArcGIS software, a comprehensive digital spatial database was developed and used extensively in the siting process. Datasets as listed in Appendix A were compiled into a master constraint/opportunity geodatabase, which then supported subsequent analyses and map production.

Before importing the data into the master geodatabase, datasets underwent several geoprocessing steps to maximize efficiency and organization. Data were initially placed into a Source Data folder under an appropriately named subfolder based on the agency or website where the data originated or were located. Datasets were then projected to a common spatial coordinate system, North American Datum of 1983 (NAD83) Universal Transverse Mercator (UTM) Zone 11N, allowing for proper display and consistent analysis of all data going forward. Data were clipped to the study area, attributed with additional fields to be used in later analyses, dissolved and exploded as needed, and finally imported to the master geodatabase that resides outside the Source Data folder.

Not all data were incorporated into the geodatabase using the above geoprocessing steps alone. For several datasets, additional steps were required to obtain the specific resource desired for analysis and display. For example, through various geoprocessing steps, 0-15 percent, 15-25 percent, 25-35 percent and greater than 35 percent slope datasets were derived from a digital elevation model. Soils data underwent various analyses to first classify the data into irrigated soil capability classes, which then allowed for the display and analysis of prime farmlands.

Generally, the data within the master geodatabase were organized by resource type. Nine feature datasets support this organization, grouping similar resources into the following categories: cultural resources, land use features (including ownership data), zoning (state and county), linear features, geologic, biologic and visual resources, and water and wetlands resources.

The master geodatabase is continually being updated as existing data are frequently updated, new data are generated, and spatial locations change as resources vary over time across the landscape. The above detailed process is applied to each new dataset and either replaces or is added to the master geodatabase. Metadata, when available, accompany the data.

Currently over 160 datasets reside in the master constraints geodatabase allowing for display of more than 370 different resources, land uses, and geographic features within the Project study area.

2.5 Consultation

As part of the routing process Idaho Power also contacted and received input from federal and state agencies, the U.S. Navy, and The Nature Conservancy (TNC) as described below.

2.5.1 Bureau of Land Management

In gathering data on constraints and opportunities in the study area, Idaho Power representatives met with BLM staff in the Burns, Prineville, and Vale Districts. Of the three districts, Vale has been the federal lead for the B2H Project for over 2 years and is familiar with the CAP and previous routing efforts. Once the alternatives were identified, Idaho Power requested that the Vale District identify potential issues related to the routes within their management area.

The Burns and Prineville Districts were brought into the routing process in the fall of 2009. In October 2009, Idaho Power met with the Burns District at their office in Hines, Oregon. At the meeting, B2H representatives presented the Project and its current status and discussed the routes with several of the BLM staff. The Burns District also provided a number of GIS data layers with geographic information on constraints and opportunities.

A similar meeting was held with the Prineville District on October 22, 2009, in Prineville and again the Project was presented to several of the BLM staff and a discussion of various constraints and opportunities followed. Following the meeting, a GIS layer with PAT routes was sent to the Prineville District and the District sent GIS layers with additional constraint and opportunity data to Idaho Power.

2.5.2 U.S. Forest Service

The USFS has been a cooperating agency in the National Environmental Policy Act (NEPA) process for the B2H project since 2008 and has participated in a number of the Project and PAT meetings. Initially the USFS was represented by the Wallowa-Whitman National Forest, but in 2009 USFS participation expanded to include the Ochoco, Malheur, and Umatilla National Forests during the CAP. On October 23, 2009, Idaho Power met with representatives from all three National Forests to present the project, its status, and the CAP siting process. As a result of the meeting, a GIS layer of current CAP routes was sent to the USFS for their review and a list of potential concerns was sent to Idaho Power.

2.5.3 The Nature Conservancy

In October 2009, Idaho Power requested information from TNC regarding the B2H Project and in particular the Boardman Grassland Conservation Area managed by TNC for the Oregon Department of Fish and Wildlife (ODFW). On November 24, 2009, a comprehensive response was sent to Idaho Power addressing the Conservation Area and the routes proposed by the PATs.

The letter addresses the Conservation Area in more detail, stating that the ODFW holds a perpetual conservation easement on and over the Conservation Area that specifically prohibits many activities. Relevant prohibitions include “Construction or placement of buildings or structures including temporary

living quarters of any sort, mobile homes, or utility towers or other structures," "Construction of roads or vehicle trails," and "Cutting, removing or destruction of native vegetation." Concerning the Conservation Area, "the Conservancy does not support any transmission line development on, across or immediately adjacent to any of the 22,642-acre property, the adjacent Naval Weapons Systems Training facility, or Horn Butte ACEC."

2.5.4 Oregon Department of Fish and Wildlife

ODFW provided input to the siting process in several ways:

Boardman Grasslands Conservation Easement— In a letter dated October 22, 2009, ODFW explains that while the Boardman Grasslands Conservation Easement is managed by TNC, it is owned by Threemile Farms. Threemile Farms purchased this tract of land from the State of Oregon and it was during this 93,000-acre land transfer that the Conservation Area was designated. The State of Oregon, through the ODFW, retained a Conservation Easement on part of the land, the 22,600-acre Conservation Area, as part of the sale agreement. Language within the conservation easement provides conservation measures for the following species: Washington ground squirrel, ferruginous hawks, loggerhead shrikes, and sage sparrows.

In the letter, ODFW points to the section of the Boardman Grasslands Conservation Easement that specifies prohibited activities and states that "Construction or placement of buildings or structures including temporary living quarters of any sort, mobile homes, or utility towers or other structures" is prohibited. The letter concludes that "the Department cannot support any route of the proposed transmission line that crosses any portion of the Conservation Area."

Route Selection Guidance—One of the B2H Project goals has always been to work closely with state and federal agencies to obtain current and accurate data, agency feedback regarding potential routes and resource concerns, and to adhere to agency policy and guidelines. ODFW specialists have provided special status species occurrence data (e.g., raptor nest locations) along with ROW siting guidelines for the avoidance of special status species locations and crucial habitat types that have been carefully considered during the routing process. Spatial and temporal ROW siting guidelines have included, but are not limited to, seasonal restrictions for big game winter range, and avoidance buffers for sensitive fish-bearing streams, raptor nests, sage-grouse leks, wetlands containing sensitive species, and occupied Washington ground squirrel habitat.

ODFW has been the primary contact for greater sage-grouse management considerations. The B2H Project has initiated survey efforts, including preliminary route review in areas containing sensitive wildlife habitats. Several ODFW specialists have participated in Web-based meetings to review route alternatives and provide insight about wildlife considerations and potential solutions. During these Web meetings, ODFW specialists also recommended areas to be surveyed for greater sage-grouse, and have conducted follow-up ground surveys to verify the presence of potential leks identified during aerial surveys. Close coordination between Idaho Power and ODFW has resulted in an effective working team to evaluate potential resource constraints that can affect transmission line routes.

2.5.5 U.S. Navy

The U.S. Navy operates the Boardman Bombing Range, which is a significant geographic constraint to approaching the proposed Grassland Substation, the northern terminus of the proposed B2H Project. Idaho Power has had several contacts with the Navy to discuss routing around or across the approach zones to and within the Bombing Range itself. To date, the Navy has confirmed that the off-range approach zones could be crossed but with very short structures (100 feet tall or less). The Navy has taken a position that the proposed transmission line should not be located across the northern portion of the

range. Idaho Power and PGE (Cascade Crossing Project) continue to discuss this issue in light of trying to balance Navy concerns with adjacent private landowner concerns.

2.6 Community Advisory Process

Idaho Power partnered with communities from northeast Oregon to southwest Idaho to identify proposed and alternative routes for the B2H Project.

The initial process of identifying a route began in 2008. Following public scoping meetings conducted by the BLM and Oregon EFSC in October 2008, Idaho Power initiated a process to engage residents, property owners, business leaders, and local officials in siting the transmission line. Through 2009 and early 2010, PATs representing five geographic areas were convened for the purpose of identifying, developing, and recommending proposed and alternative routes for the project. This process was called the CAP. Figure 2.6-1 shows the process graphically and Figure 2.6-2 shows how the study area was broken down into the five geographic areas.

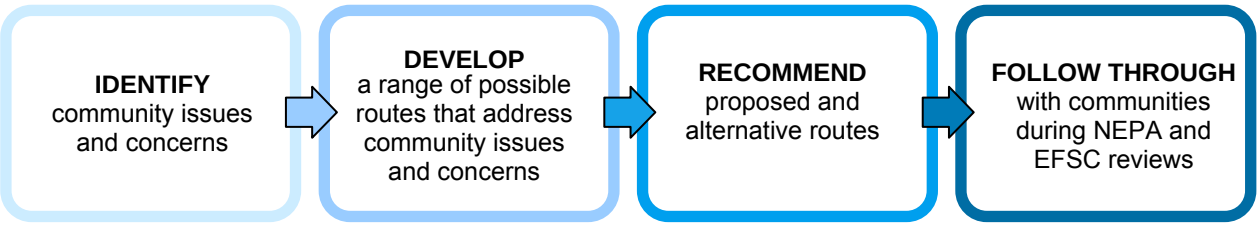


Figure 2.6-1. Community Advisory Process Steps

The process consists of the following four steps:

1. **Identify** community issues and concerns and develop criteria for evaluating possible routes. Integrate community's criteria with regulatory requirements.
2. **Develop** a range of possible routes that address community issues and concerns through public mapping sessions and eliminate routes that do not meet the criteria.
3. **Recommend** proposed and alternative routes. The proposed and alternative routes will be carried through the siting process.
4. **Follow through** with communities during BLM and Oregon Department of Energy (ODOE), EFSC reviews. Idaho Power will resubmit applications to the BLM and the USFS, which will proceed with a review under NEPA. There will be a concurrent detailed review by the ODOE, EFSC.

The public was involved in every step of the process, through PATs and public meetings.

- **PATs** met in the north, central, and south areas and Grant and Harney Counties to identify issues and concerns and to identity and recommend routes.
- **Public meetings** occurred in August of 2009 and July of 2010. The public was asked to review and comment on the PATs' work. The teams considered and incorporated public input.
- **A project coordinating team**, made of representatives from the PATs, brought together the work of each team.

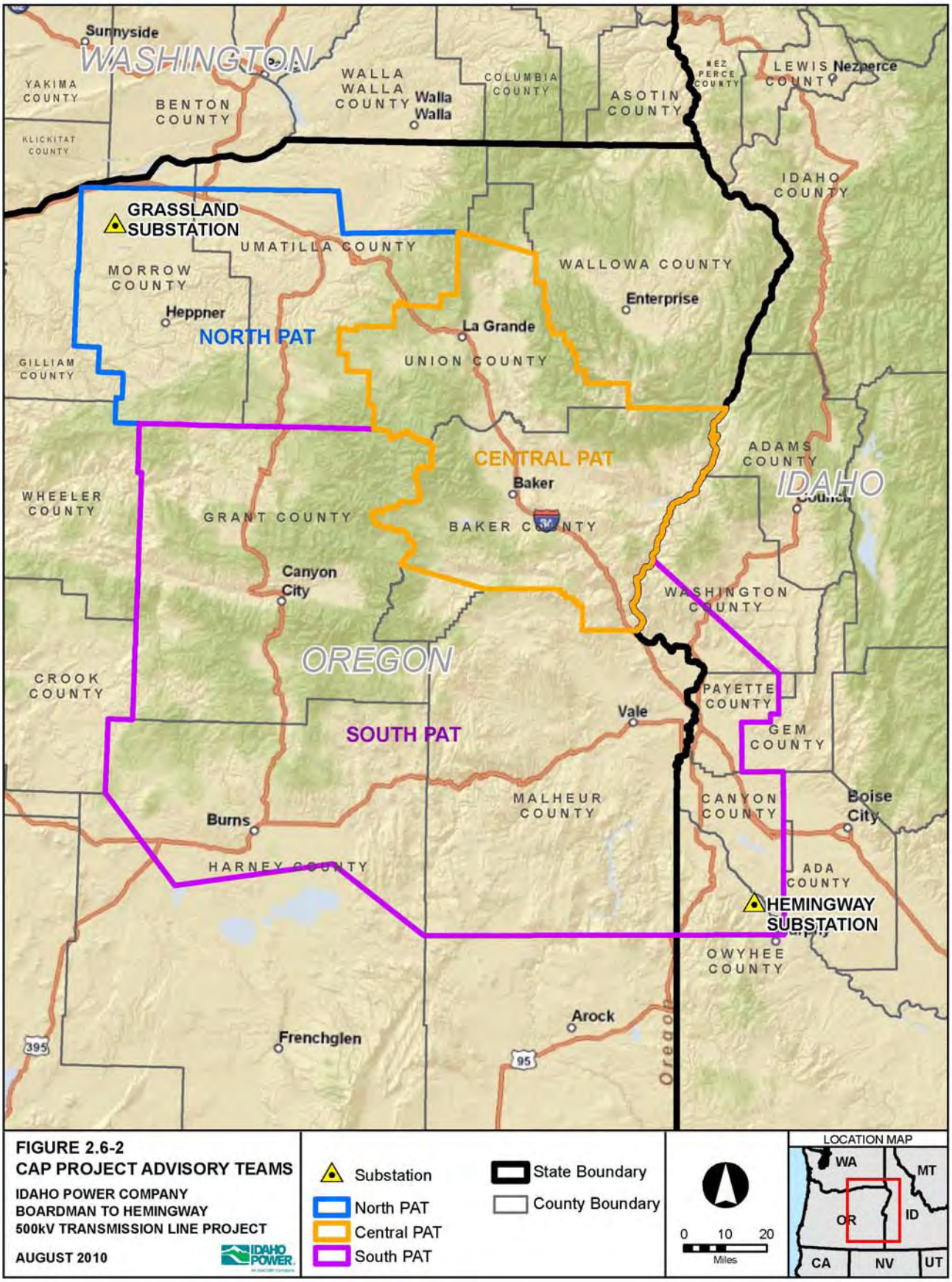


FIGURE 2.6-2
CAP PROJECT ADVISORY TEAMS
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010

From the beginning of the PAT process in May 2009 to the conclusion of routing in March 2010 there were 27 PAT meetings held in the study area. These meetings each had specific objectives as follows:

- Meeting #1 – The first meeting in each CAP Area explained Project work to date, Project status, and the CAP; discussed the purpose and need for the Project; and identified community concerns and suggestions about siting the proposed transmission line.
- Meeting #2 – The second set of meetings were used to review the federal and state permitting processes for the Project, and to present the regulatory, engineering and community criteria to be used in route selection.
- Meeting #3 – In the third set of PAT meetings the PAT members and other local citizens reviewed the criteria, the routing process and the results of public meetings and the next day participated in routing sessions producing 49 initial routes and route segments .
- Meeting #4 – At these meetings held in December 2009, the approach to analyzing the almost 3,000 miles of routes was discussed as well as the status of the analysis. At these meetings the refinements of the initial routes were presented for PAT review.
- Meeting #5 – In early March 2010, the results of the route selection process were presented at five meetings and final input was requested from all the attendees. As a result of this process, the Eastern, Central, and Western Routes were recommended to the PATs.
- Meeting #6 – In late April and early May 2010, Idaho Power reviewed all comments received concerning the three alternative routes shown to the PATs in March and presented the Company's choice for the proposed route.

For additional information on the CAP, please see the Boardman to Hemingway website at www.boardmantohemingway.com or the Preliminary POD (Idaho Power 2010).

3 SITING

3.1 Initial Route Selection

Route selection began at CAP Meeting 3, which consisted of an evening session followed by a full day of routing, at Baker City, Boardman, and Ontario, Oregon. At the evening sessions Idaho Power educated the participants on the siting process; on the next day, individuals and groups of local citizens returned to identify route segments or entire routes between Boardman and Hemingway.

Members of the CAP and other local residents and organizations brought their knowledge of local resources, conditions, and priorities and worked with Idaho Power, GIS analysts, and routing experts to identify potential routes. To facilitate the siting effort, the GIS database was categorized into exclusion, high avoidance, moderate avoidance, low avoidance, or opportunity areas (see Table 3.1-1 for definitions). This database included PAT input on transmission line siting collected during the CAP Meetings 1 and 2.

Table 3.1-1. Resource Opportunity, Avoidance, and Exclusion Categorization

	Avoidance Categories These areas should be avoided unless there is no reasonable alternative. Mitigation[1/] would be required for federally-managed lands and to meet Oregon Department of Energy Energy Facility Siting Council standards. Also a potential that federal resource plans would need to be amended to allow the project.			
Placement Opportunity	**Avoidance: Low**	**Avoidance: Moderate**	**Avoidance: High**	**Exclusion**
Areas that should be considered for transmission line routes because land uses were identified by the Project Advisory Team as a high priority for placement, and/ or routes are compatible with the construction, maintenance, and operation of overhead transmission lines.	Very low to low impact. Mitigation, if necessary, would be very easy to implement	Moderate impact that could likely result in significant adverse impact that could require mitigation. Mitigation, if necessary, would range from fairly easy to implement to being costly or require longer time frames.	High to very high impact (duration, magnitude). Very difficult or infeasible to mitigate (due to technology, sensitivity of resource, time frame, or cost of mitigation).	Areas where a transmission line is precluded by statute or regulation (federal, state, local) or as identified by the Project Advisory Team.

Note:
1/ Mitigation is a way to reduce the effect of an action. Mitigation is a process that includes avoiding the impact, minimizing the impact, and/or compensating for remaining unavoidable impacts.

The GIS analysts, using topographic maps, available aerial photography, and the GIS database of constraints and opportunities, worked with each participant to identify routes that avoided exclusion areas and as much as possible minimized crossings of high avoidance constraints and, where practical, moderate and low avoidance areas. In all instances, the routing teams were looking for opportunities like existing transmission lines and the West-wide Energy Corridors to parallel or use.

Once routes were identified for study in Grant and Harney Counties, the community interest within these two counties intensified and PAT routing sessions were soon held in Mt. Vernon and Hines. Each route selected during the five routing sessions was documented in a GIS database and filed with a form explaining the basis for each route or segment. For unique identification, as each route was selected it was named using the first letter of the PAT meeting ("C" for Central, "N" for North, "S" for South, "G" for Grant, "H" for Harney) followed by a number to allow for unique identification and easy reference. Approximately 49 routes and route segments totaling over 3,000 miles were developed during the workshops (Figure 3.1-1).

3.2 Route Refinement

Following the CAP routing sessions, the Idaho Power team reviewed each of the routes to identify potential issues that may have been missed during initial route selection that could significantly impact the ability to permit or construct the suggested segment or route. Each alignment was reviewed using aerial photography, topographic maps, and the GIS database of constraints and opportunities. Using the aerial photography, irrigation pivots, houses, barns, private runways, other structures (i.e., wind turbines), and land use features could be avoided where practical. The routes were adjusted using topographic maps to avoid or minimize distance across very steep slopes and other physical features less desirable for transmission line construction and operation. Finally, the routes were again checked against the constraint and opportunity GIS database to avoid, where possible, exclusion areas and areas of high permitting difficulty like ODFW Category 1 habitats. While adjustments to CAP routes were made, the Idaho Power team strove to maintain the original intent of the route or route segment.

Also at this time a number of CAP routes were no longer considered because they did not meet the purpose and need of the Project; this reduced the miles of routes for further consideration to about 2,000 miles. Figure 3.2-1 shows the revised CAP routes.

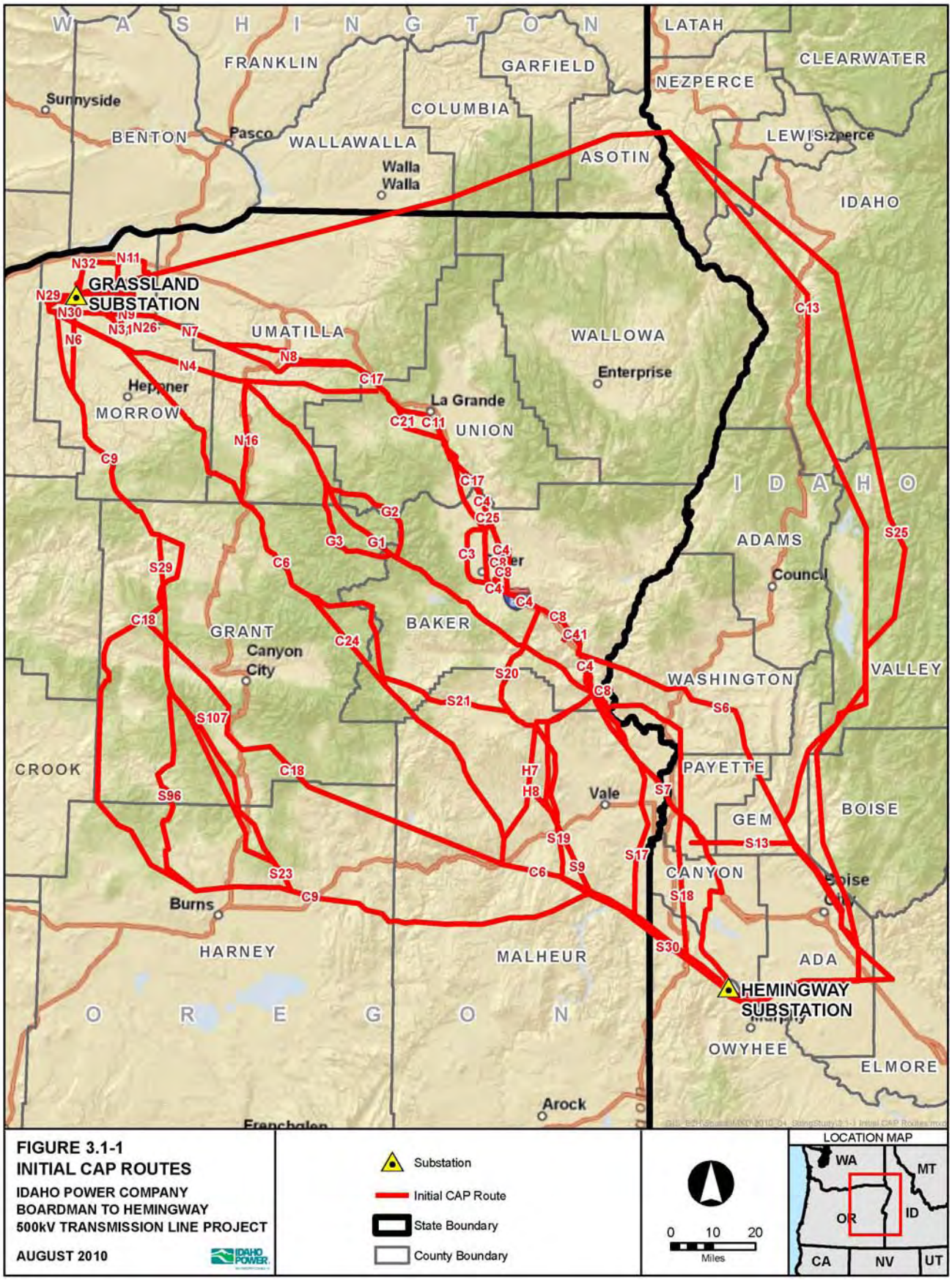


FIGURE 3.1-1
INITIAL CAP ROUTES
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010

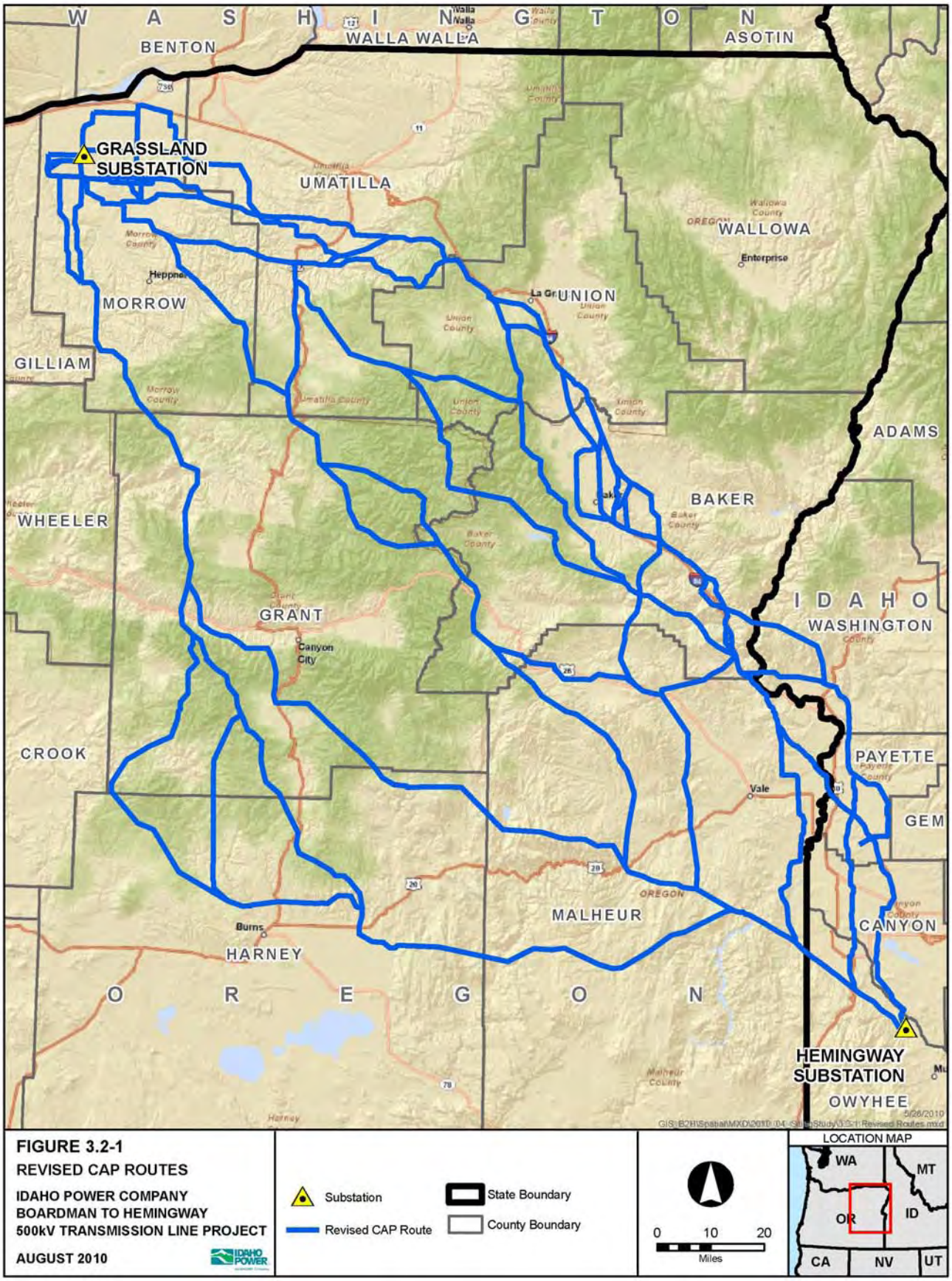


FIGURE 3.2-1
REVISED CAP ROUTES
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010

3.3 Regional Analyses

After completing the refinement of the initial CAP routes, almost 2,000 miles of alternatives remained. These remaining routes, where appropriate, were grouped into 14 regions for analysis as shown on Figure 3.3-1. Regions were established where two or more routes extended from one common point to a second common point. For example, in the southwest part of the study area, four routes were identified and grouped together between points GR3 and MA6 to create the Southwest Region (see Figure 3.3-2). Each route within the 14 regions was then analyzed for permitting difficulty, construction difficulty, and mitigation cost.

Permitting Analysis—The first part of the permitting analysis involved creating constraint/opportunity data tables detailing miles crossed of each constraint. This analysis was performed for each route within each region and resulted in a table detailing the total miles of each constraint/opportunity crossed by each route segment. A final attribute table was produced for the alternative routes in each region, allowing for direct comparison of constraints crossed.

For the second part of the permitting analysis, the GIS database was sorted into low, moderate, and/or high permitting difficulty datasets, exclusion datasets, and opportunity datasets as shown in Appendix C. The datasets were compiled into grids based on permitting difficulty categories and then overlaid with the revised routes. Next, the miles crossed of each permitting difficulty category were measured and totaled by individual route segment within each of the 14 regions. Regional permitting difficulty tables were then compiled, allowing for comparison of total miles of low, moderate, high, and exclusion permitting difficulty areas crossed by the routes.

Using results from the preceding analyses, route segments were analyzed in pairs. Specific resource constraints crossed and significant differences were noted and finally the more reasonable route to permit from each region was determined for each region.

Construction Analysis—In evaluating construction difficulty, accessibility, topography, road construction, equipment movement, and many other factors were used to categorize the routes into low, moderate, and high construction difficulty areas. Again, these ratings were applied to segments along the routes, were measured in miles, summed, and used to compare the routes within regions. Factors considered included the following:

- *Length of Route*—Longer routes requiring more structures, more wire and more access roads are more expensive projects with longer construction durations.
- *Slope of Terrain*—Tree clearing, access road construction, foundation installation, and tower erection are all more difficult in steep sloped terrain, especially in severe weather. In areas of severe slopes, significant grading work may be necessary to perform construction work or, in some instances, helicopters may be required.
- *Number of Angle Structures*—Angle structures are heavier and require larger foundations than tangent structures.
- *Proximity to Major Roads*—The closer the transmission line is to major roads, the more accessible it is.
- *Tree Clearing*—Areas requiring significant tree clearing represent higher costs and can extend overall line construction duration.

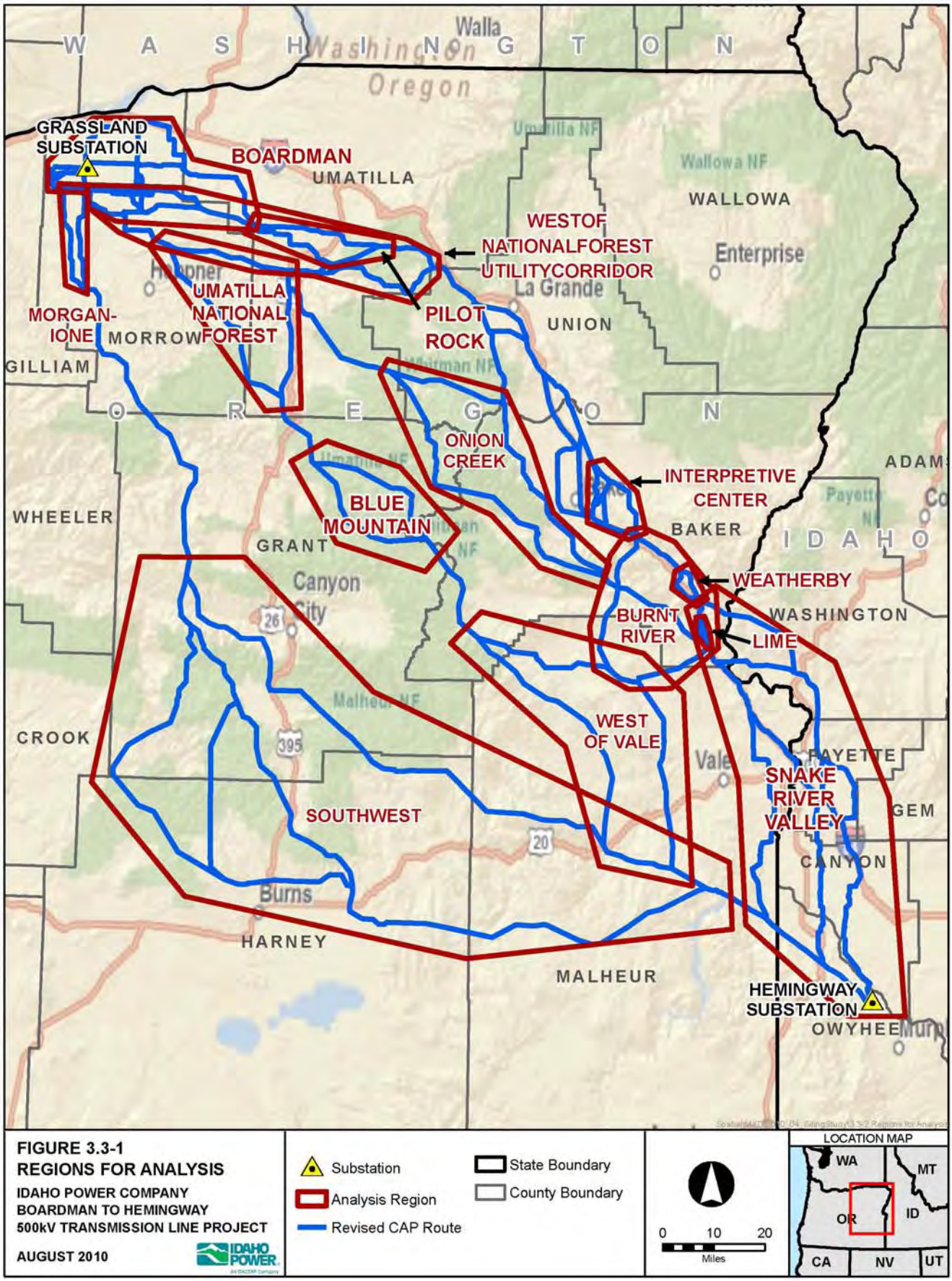
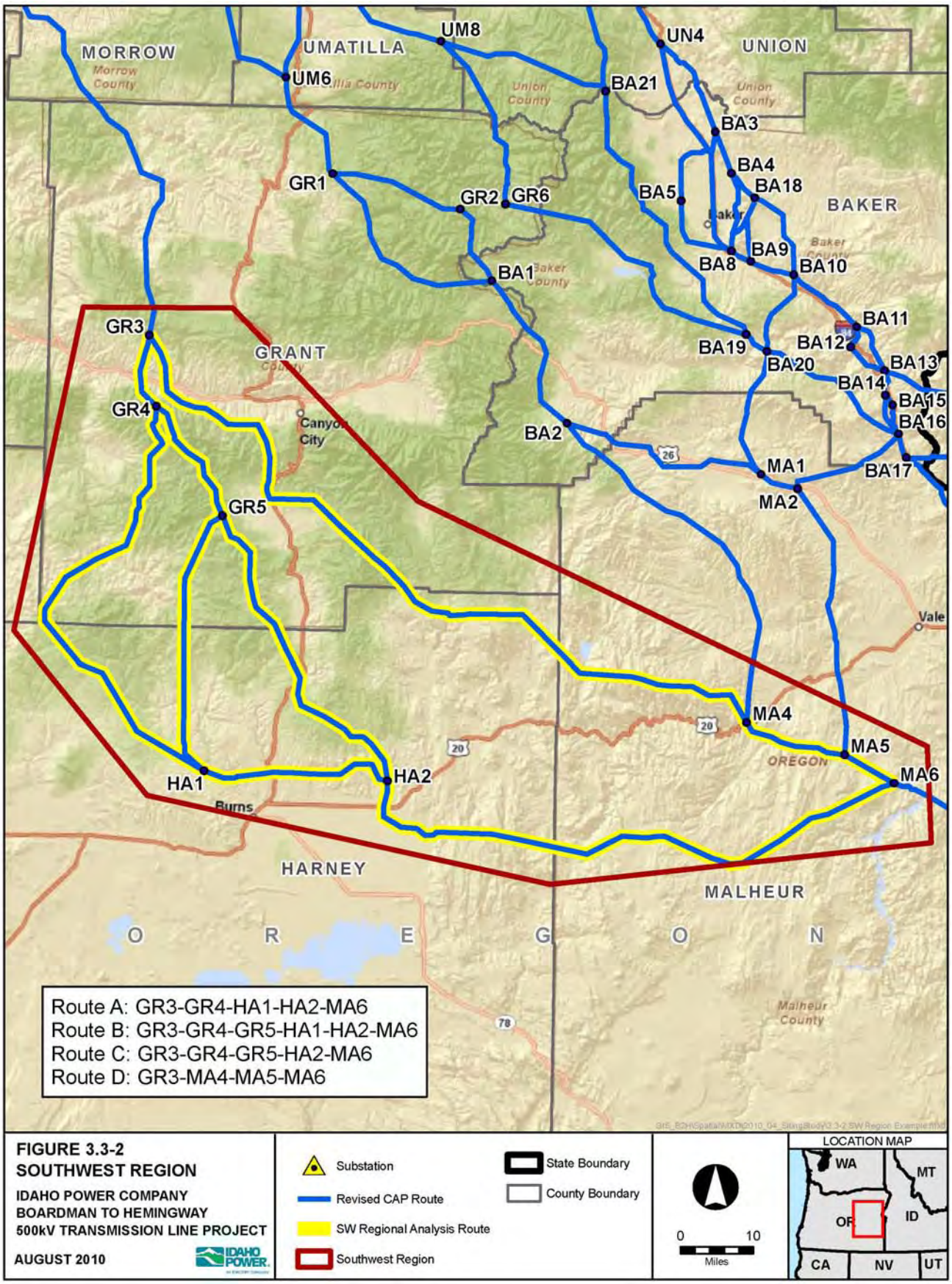


FIGURE 3.3-1
REGIONS FOR ANALYSIS
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010


MORROW
Morrow County
UMATILLA
UNION
Union County
BAKER
Baker County
GRANT
Grant County
HARNEY
MALHEUR
Malheur County
OREGON
UM8
UN4
UM6
BA21
BA3
BA4
BA18
BA5
BA9
BA8
BA10
BA1
BA11
BA12
BA19
BA20
BA13
BA14
BA15
BA16
BA17
BA2
MA1
MA2
MA4
MA5
MA6
GR1
GR2
GR6
GR3
GR4
GR5
HA1
HA2
Canyon City
Burns
Vale
Route A: GR3-GR4-HA1-HA2-MA6
Route B: GR3-GR4-GR5-HA1-HA2-MA6
Route C: GR3-GR4-GR5-HA2-MA6
Route D: GR3-MA4-MA5-MA6
FIGURE 3.3-2
SOUTHWEST REGION
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010
Substation
Revised CAP Route
SW Regional Analysis Route
Southwest Region
State Boundary
County Boundary
0 10
Miles
LOCATION MAP
WA
MT
OR
ID
CA
NV
UT

- *Access Roads*—Access roads are generally necessary along the transmission ROW both during construction and for future maintenance. In general, as the degree of slopes increases the length of access roads also increases. Routes along highly sloped areas are therefore more expensive due to the additional cost of more access roads.
- *Stream Crossings*—Transmission lines with many stream crossings are more difficult and expensive to construct because temporary bridges must be built to cross the streams or the use of much longer access roads avoiding new stream crossings may be required.

These parameters were considered simultaneously to arrive at an overall construction difficulty ranking of high, moderate, or low.

Mitigation Cost Analysis—To evaluate mitigation costs for potential impact to biological resources, the habitat value of the landscapes traversed was measured and considered in conjunction with ODFW value assumptions to arrive at potential high, moderate, and low mitigation cost estimates. ODFW has created a Habitat Mitigation Policy that attributes habitat values to the landscape based on ecological importance. These habitat values are considered by EFSC during the permitting process to understand and evaluate impacts to the environment. Each segment along each route was measured in miles of high, moderate, and low cost and totaled for each route within a region.

Habitat with high mitigation costs include sage-grouse 2-mile buffers, ODFW Wildlife Management Areas, bald eagle 1-mile buffers, and ODFW Category 1 habitat; moderate mitigation costs are associated with big game winter range, potential sage-grouse habitat, wetlands, and ODFW Category 2 and 3 habitat; lower mitigation costs are associated with ODFW Category 3 to 6 habitat.

3.3.1 Boardman Region

As shown on Figure 3.3.1-1 the Boardman region extends from just east of the Morrow/Gilliam County line approximately 41 miles east and includes portions of northern Morrow County and northwestern Umatilla County. The region extends south from the city of Boardman and I-84 and at its widest point is about 19 miles.

This region is situated at the north end of the study area and includes a large number of alternatives associated with accessing the proposed Grassland Substation. The Boardman Bombing Range and the Boardman Grasslands Conservation Area are two of the largest constraints to approaching the proposed substation and push potential routes to the north, south, or west. Other significant constraints include irrigated agriculture, the city of Boardman, and wind farms.

Early on a number of alternatives were adjusted or removed from further consideration because of high level constraints, existing land use conditions, and permitting exclusion areas as follows:

CAP Route	Reason(s) for being adjusted or removed from further consideration
C6	Portion along north boundary of the Boardman Grasslands Conservation Area was shifted north to avoid Washington ground squirrel (Oregon state endangered species) Category 1 habitat.
C13	Alternative removed from further consideration because it added over 100 miles of additional 500 kV transmission line substantially adding to the area disturbed, potential impact, and cost. Also added a third state, Washington, which would substantially add to the complexity of permitting.
N4	Portion along north boundary of the Boardman Grasslands Conservation Area was shifted north to avoid Washington ground squirrel Category 1 habitat.
N6	Portion removed from further consideration as it crosses about 2.3 miles of the Boardman Grasslands Conservation Area.
N7	Portion along the southern boundary of the Boardman Bombing Range was adjusted to avoid Washington ground squirrel Category 1 habitat. Segments adjacent to north and south boundaries of Boardman Grasslands Conservation Area were shifted north and south respectively away from Washington ground squirrel Category 1 habitat.
N10	Alternative removed from further consideration as it crosses the center of the Boardman Bombing Range and an approximately 1.0 mile segment of the Boardman Grasslands Conservation Area.
N24	Portion north of the proposed Grassland Substation was shifted west to avoid the Boardman Grasslands Conservation Area and parallel existing 230-kV line.
N26	Portion of this alternative shifted because portion along eastern boundary of Boardman Bombing Range (about 12.0 miles) crosses about 1.3 miles of the Boardman Grasslands Conservation Area and traverses Washington ground squirrel Category 1 habitat.
N28	Portion along southern boundary of the Boardman Bombing Range was shifted as it crosses Washington ground squirrel Category 1 habitat.

N29 Alternative removed from further consideration even though it is located within an existing PGE easement. Even if this ROW were available, it would place the existing Boardman-Slatt single-circuit 500-kV line, the proposed Cascade Crossing double-circuit 500-kV line, and the proposed Boardman-Hemingway single-circuit 500-kV line all in one ROW that would not meet WECC reliability criteria.

N30 Portion along the southern boundary of the Boardman Bombing Range crosses Washington ground squirrel Category 1 habitat: segments adjacent to north and south boundaries of Boardman-Grassland Conservation Area were shifted north and south respectively away from Washington ground squirrel Category 1 habitat.

N31 Alternative adjusted to avoid the Boardman-Grassland Conservation Area and Washington ground squirrel Category 1 habitat.

N32 Portion north of proposed Grassland Substation shifted west to avoid the Boardman Grasslands Conservation Area and parallel existing 230-kV line.

After making the route revisions described above, three routes were left for more detailed comparison:

- the Northern Route (MO1-MO2-MO5-MO4-MO7-UM1);
- the Central Route (MO1-MO10-MO9-MO8-MO11-MO12-MO13-MO14-MO15-MO16-MO17-MO18-MO21-MO23-UM1); and
- the Southern Route (MO1-MO10-MO9-MO8-MO11-MO12-MO13-MO14-MO15-MO16-MO26-MO22-MO23-UM1).

As shown on Figure 3.3.1-1, the Southern Route (CAP routes C6, C9, N4, N7, N26, N30) exits the location for the proposed Grassland Substation to the south and then turns due west across a series of center pivots and grassland to the Willow Creek Valley. It follows the west side of the valley to the south for about 2.4 miles before angling east between the Boardman Grasslands Conservation Area and the community of Cecil. The Route then continues east, turns south near the town of Ella, and angles southeasterly across Ella Butte toward Juniper Canyon. The Southern Route then angles northeast for the next approximate 7.0 miles to Sand Hollow before heading due east, passing to the north of Pine City. The route continues southeasterly for the next approximately 14.0 miles to its common point with the Central and Northern Routes in the Boardman Region, UM1. The Southern Route crosses dry agricultural lands for most of its 54.6 miles.

The Central Route (CAP routes C6, C9, N4, N7, N8, N9, N28, N30) exits the proposed Grassland Substation following the same path as the Southern Route to point MO16, a location about 7.0 miles east of Cecil. While the Southern Route angles south at this point, the Central Route continues heading east along the south side of the Boardman Grasslands Conservation Area and the Boardman Bombing Range. The Central Route continues east, crossing Sand Hollow and passing to the south of Butter Creek Junction before angling southeast to rejoin the path of the Southern Route at point MO23, approximately 2.5 miles east of Pine City. The Central Route follows the same path as the Southern Route for the next approximately 11.0 miles to point UM1.

The Southern Route and the Central Route are similar in many aspects; however, as shown in Appendix D, Table D-1, the Central Route is 1.9 miles shorter, crosses 1.9 miles less EFU, and crosses 2.2 fewer miles of moderate and high erosion hazard soils. The Southern Route crosses 0.5 fewer mile of irrigated cropland and 1.8 miles less landslide hazard area, and parallels 2.9 miles of existing transmission line. As shown on Table 3.3.1-1, the two routes are very similar in total moderate and high permitting difficulty:

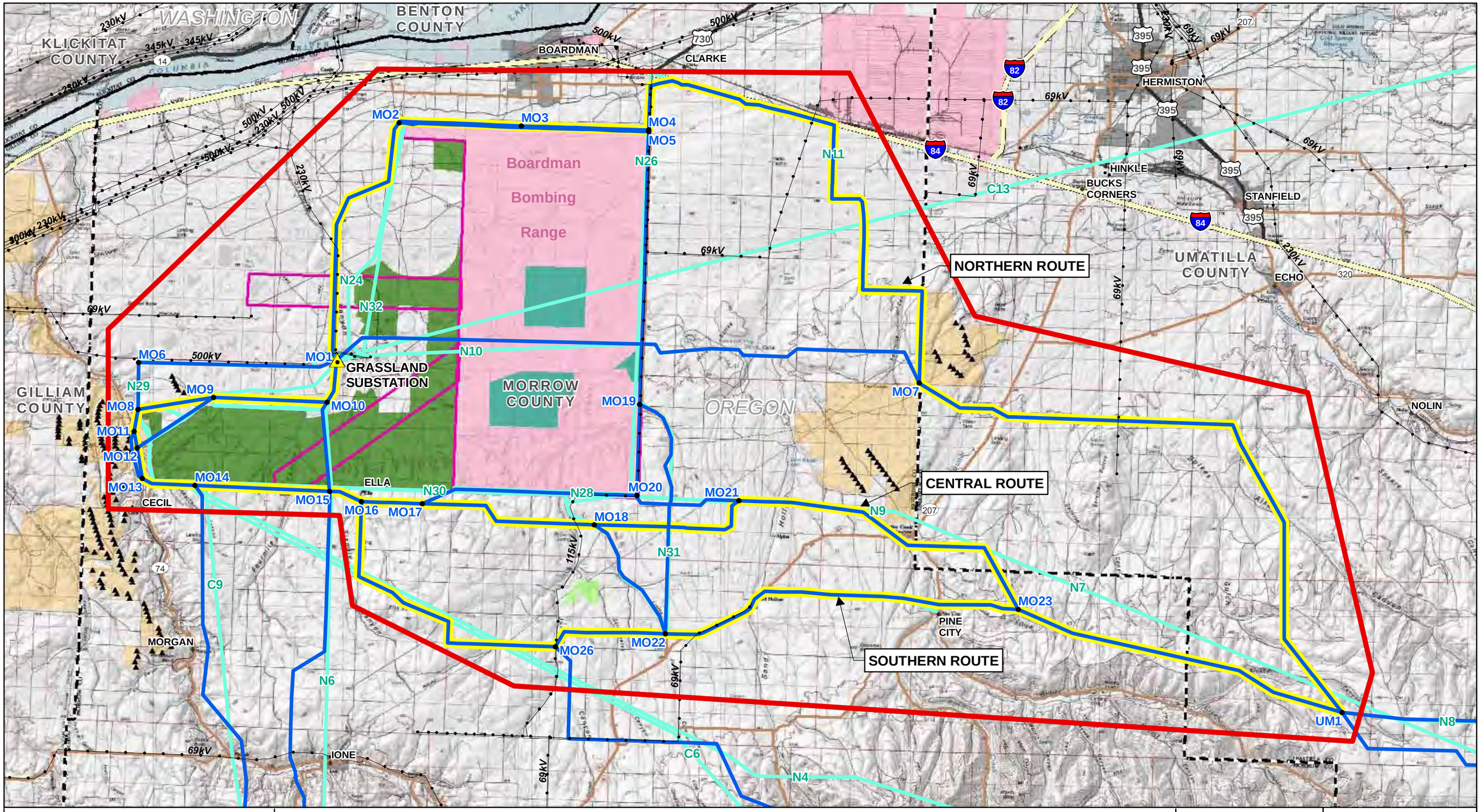


FIGURE 3.3.1-1
BOARDMAN REGION

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

Substation
Analysis Region
Existing Transmission Line
Revised CAP Route
Initial CAP Route

The Nature Conservancy
Boardman Grasslands Conservation Area
Boardman Research Natural Area
Lindsay Prairie
Naval Weapons System Training Facility
Military Land

Wind Turbine
Wind Farm Boundary
State Boundary
County Boundary
Urban Area

0 1 2 3
Miles

LOCATION MAP
WA
MT
OR
ID
CA
NV

the Central Route has a total of 50.8 miles and the Southern Route 52.8 miles. These two routes are similar in moderate and high construction difficulty with the Central Route having a total of 30.8 miles and the Southern Route 27.1 miles. Based on the facts presented above, the Central Route was determined to be more reasonable than the Southern Route.

Table 3.3.1-1. Boardman Region Summary of Permitting and Construction Difficulty and Mitigation Cost

	Northern Route (MO1-MO2-MO5-MO4-MO7-UM1)	**Central Route** (MO1-MO10-MO9-MO8-MO11-MO12-MO13-MO14-MO15-MO16-MO17-MO18-MO21-MO23-UM1)	**Southern Route** (MO1-MO10-MO9-MO8-MO11-MO12-MO13-MO14-MO15-MO16-MO26-MO22-MO23-UM1)
	Length in Miles		
Permitting Difficulty			
Low	1.3	1.9	1.8
Moderate	42.5	42.1	44.4
High	13.5	8.7	8.4
Exclusion	0.0	0.0	0.0
Construction Difficulty			
Low	29.1	21.9	27.5
Moderate	22.2	19.0	19.8
High	6.0	11.8	7.3
Mitigation Cost			
Low	48.7	51.6	3.9
Moderate	8.6	1.1	49.6
High	0.0	0.0	1.1

The Northern Route (CAP routes N11, 24, 26, and N32) exits the proposed Grassland Substation site to the north passing through a large area of pivot irrigation. This route then turns east, enters the Boardman Bombing Range, and passes along its northern boundary for the next 8.1 miles. The route angles north to follow Bombing Range Road before turning southeast and following along the south side of I-84 for the next approximately 5.5 miles. The Northern Route then angles south and east passing through agricultural lands, a poplar tree farm, and between wind farms before crossing into Umatilla County. Continuing due east, the route passes north of Service Buttes and angles southeasterly across Alkali Canyon, Spikes Gulch, and Slusher Canyon to point UM1, the eastern common point for the three remaining routes in the Boardman Region.

The comparison of the Northern Route with the Central Route is complicated by the fact that the PGE Cascade Crossing Project shares about 18 miles with the B2H Project's Northern Route. In terms of total transmission development in this area, the Central Route would result in 70.7 miles of 500-kV line (52.7 miles for the B2H Project's Central Route and 18 miles for the Cascade Crossing Project) as compared to 57.3 miles for the Northern Route (Cascade Crossing Project included). Therefore, developing the Northern Route would require 13.4 fewer miles of transmission line and about 400 fewer acres of ROW considering the additional miles for the Cascade Crossing Project.

Table 3.3.1-1 compares the Central Route and the Southern Route to the Northern Route. Figure 3.3.1-2 displays the results of the permitting difficulty, construction difficulty, and potential mitigation cost analyses on each route. Because of significantly less total required transmission line development for the Northern Route, it was recommended as the more reasonable route.

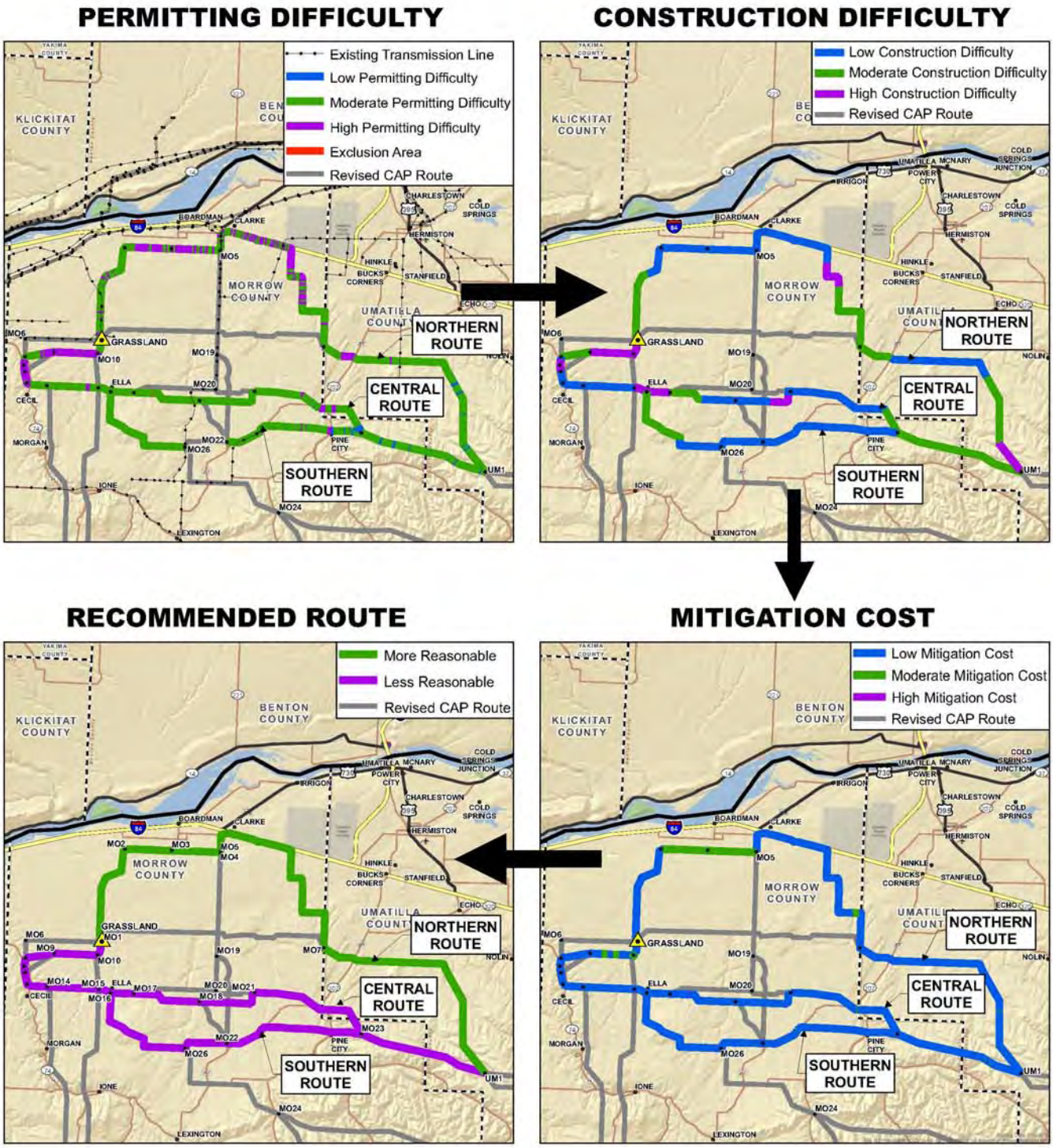


FIGURE 3.3.1-2
BOARDMAN REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

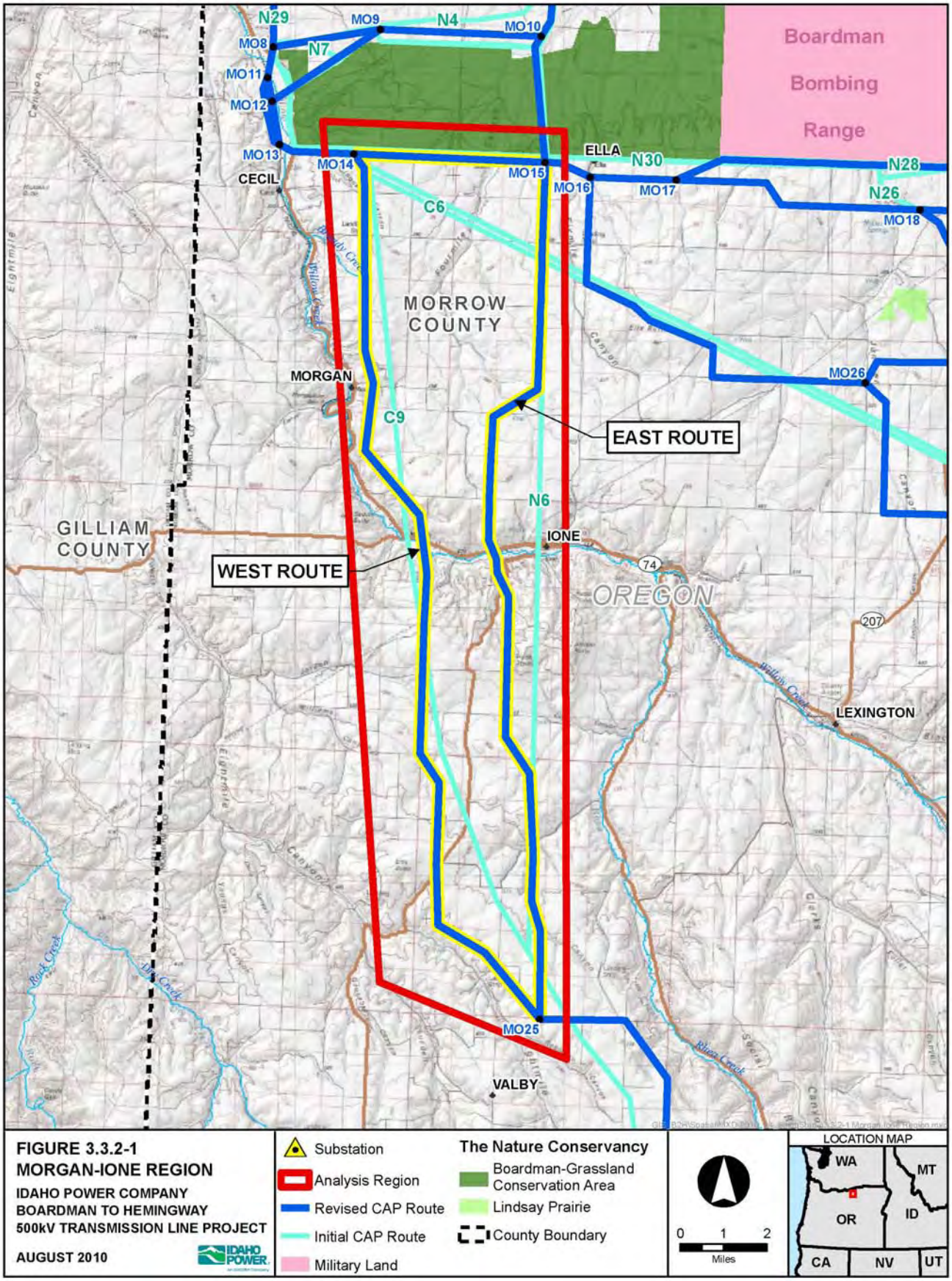
3.3.2 Morgan-Ione Region

The Morgan-Ione region is located in western Morrow County and extends about 21 miles to the south from the southern boundary of the Boardman Grassland Conservation Area. Much of the area is dry agricultural lands and the topography is generally rolling but steeper north and south of State Route 74 and along Willow Creek and other drainages. The major road through the area is State Route 74; Ione, the largest community in the area, is located on the east side of the middle portion of the region.

In this region two CAP routes, C9 and N6, as shown on Figure 3.3.2-1 were identified at the Central and North PAT routing sessions held in early December 2009. The West Route, designated MO14-MO25, was a revision of a portion of CAP route C9. Beginning at MO14, the route proceeds south, crossing the Oregon National Historic Trail and Schoolhouse Canyon before passing east of the community of Morgan. Continuing south, the route then passes east of the community of McNab, across State Route 74 and Willow Creek, and proceeds across Jordan Canyon. The route passes to the east of Utts Butte, then angles to the southeast, staying to the north of Eightmile Canyon, proceeding toward the southern terminus of the Morgan-Ione Region, MO25.

The East Route was a revision of portions of CAP routes N6, N7, and N30 and was designated MO14-MO15-MO25. Beginning at MO14, the East Route proceeds due east for approximately 4.4 miles along the south side of the Boardman Grasslands Conservation Area to MO15. At MO15, west of Sixmile Canyon and the community of Ella, the East Route turns and proceeds south. Approximately 9.0 miles later, the East Route crosses State Route 74 and Willow Creek, about 1 mile west of the community of Ione. The route continues south, about 2 miles east of the path of the West Route, passing along the west side of Jordan Butte and crossing Brenner Canyon twice before meeting the West Route at MO25 at the southern end of the region.

Figure 3.3.2-2 and Table 3.3.2-1 display the results by category of the permitting difficulty, construction difficulty, and mitigation cost analyses for the Morgan-Ione Region. The East Route crosses 3.1 more miles of moderate and high permitting difficulty and 2.1 more miles of moderate and high construction difficulty areas than the West Route. More specifically, the East Route crosses more deer winter range, more high erosion hazard soils, more EFU-zoned lands, more prime farmland soils, and more historic trail buffers (see Appendix D). The West Route crosses less deer winter range, less high erosion hazard soils, less EFU-zoned lands, less prime farmland soils, and fewer historic trail buffers (see Appendix D, Table D-2). For the reasons stated above, the West Route was determined to be more reasonable.


Boardman
Bombing
Range
N29
MO9
N4
MO10
MO8
N7
MO11
MO12
MO13
CECIL
MO14
MO15
ELLA
N30
MO16
MO17
N28
N26
MO18
C6
MORROW
COUNTY
MORGAN
MO26
C9
EAST ROUTE
N6
GILLIAM
COUNTY
IONE
WEST ROUTE
74
OREGON
207
LEXINGTON
MO25
VALBY
FIGURE 3.3.2-1
MORGAN-IONE REGION
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010
IDAHO POWER
Substation
Analysis Region
Revised CAP Route
Initial CAP Route
Military Land
The Nature Conservancy
Boardman-Grassland Conservation Area
Lindsay Prairie
County Boundary
0 1 2
Miles
LOCATION MAP
WA
MT
OR
ID
CA
NV
UT

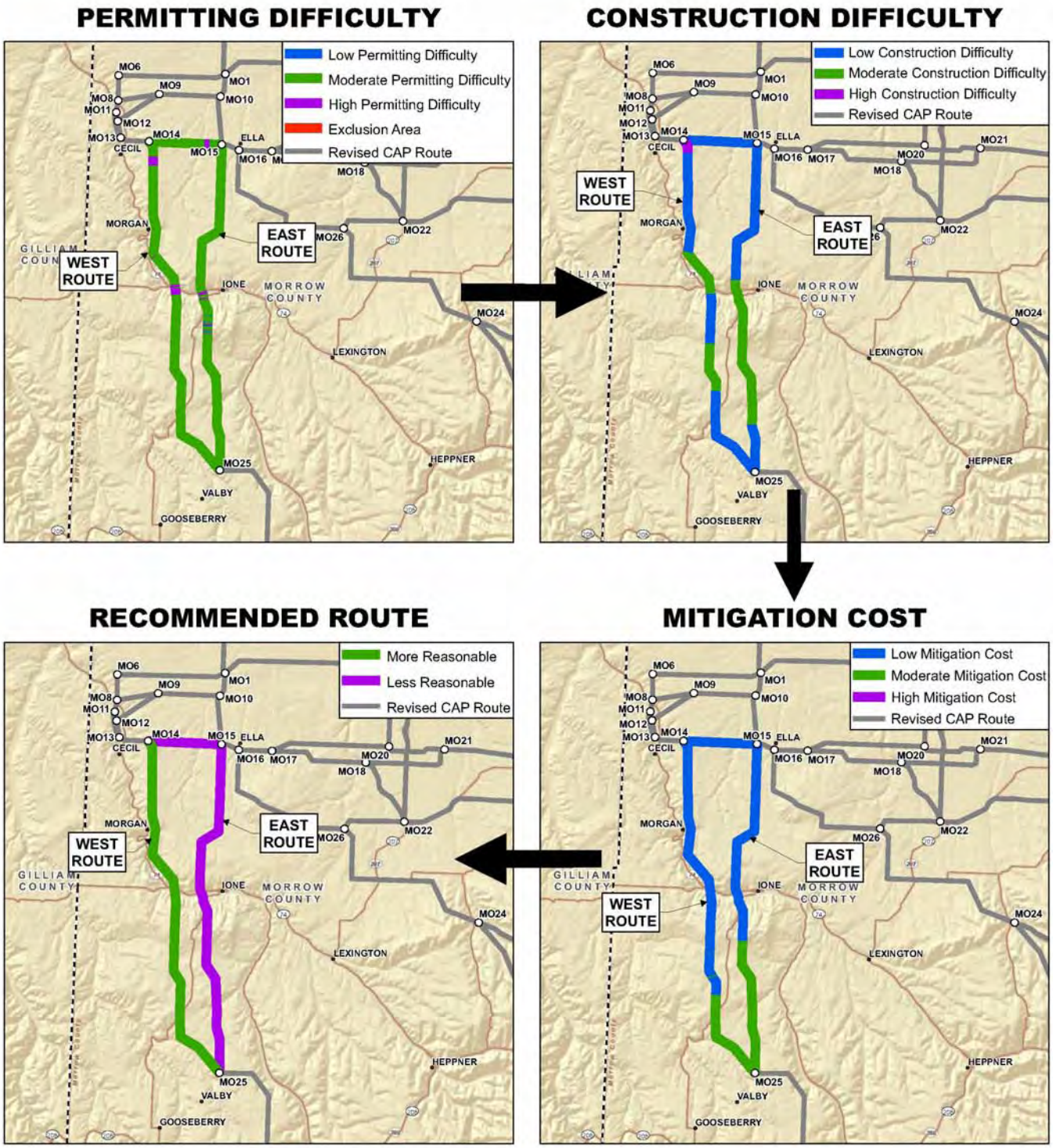


FIGURE 3.3.2-2
MORGAN - IONE REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

Table 3.3.2-1. Morgan-Ione Region Summary of Permitting and Construction Difficulty and Mitigation Cost

	West Route (MO14-MO25)	**East Route** (MO14-MO15-MO25)
	Length in Miles	
Permitting Difficulty		
Low	0.0	0.2
Moderate	20.7	24.1
High	1.2	0.9
Exclusion	0.0	0.0
Construction Difficulty		
Low	15.0	16.2
Moderate	6.0	9.0
High	0.9	0.0
Mitigation Cost		
Low	16.0	17.0
Moderate	5.9	8.2
High	0.0	0.0

3.3.3 Umatilla National Forest Region

This region straddles the southern portion of the Morrow/Umatilla County line, spanning from approximately 7 miles north of Heppner, Oregon, southeast to approximately 2 miles north of Dale, Oregon. It is also just north of the North Fork of the John Day River and in the southeast includes portions of the Ukiah-Dale Forest State Scenic Corridor and the Bridge Creek Wildlife Management Area as shown on Figure 3.3.3-1. Bounding the region along the eastern side is U.S. Highway 395, while the Blue Mountain Scenic Byway crosses through the southern portion of the region before heading northwest along the region's southeastern boundary. Due to the severe topography throughout the region, agricultural areas are minimal, mainly confined to the narrow valleys as well as along State Route 74, which crosses the northern part of the region. The southern portion of the region is forested and includes the northernmost part of the Umatilla National Forest. Numerous drainage areas and rivers can be found throughout the region. Figure 3.3.3-1 shows the Umatilla National Forest region and the original and revised CAP routes.

The routes through this region were originally generated during the Central and North PAT routing sessions. The section of CAP route C6 within this region was refined and designated the West Route (MO24-UM6), which is approximately 41 miles long. Beginning at the northern end of the region, the West Route heads south from MO24 located to the east of Sandhollow Road then angles southeast across State Highway 207. The route continues southeast crossing the southwest side of Freezeout Ridge and other steep terrain, before turning south and entering the Umatilla National Forest north of Matlock Hill. The route continues south for the next 8.5 miles, crossing the Blue Mountain Scenic Byway. Angling east across the Umatilla County/Morrow County line, the route exits the national forest and follows Deerhorn Ridge to UM6, its eastern common point with the East Route.

The East Route (MO24-UM5-UM7-UM6) was a refinement of CAP route N4 and part of CAP route N16. Beginning in the northern part of the region, the route heads east passing south of Gleason Butte and approximately 4 miles north of the community of Lena, Oregon. The route crosses State Highway 74 just west of the Umatilla County/Morrow County line and continues east for approximately 7 miles to Whittaker Flats where it turns due south just west of U.S. Highway 395.

The route continues south along the west side of U.S. Highway 395 for approximately 3 miles before crossing this highway. Approximately 1 mile west of the Battle Mountain Forest Wayside, the route crosses back to the west side of this highway and continues south for the next 11.4 miles until it crosses the Blue Mountain Scenic Byway. Angling southwest to avoid the Ukiah-Dale Forest State Park and Bridge Creek Wildlife Management Area, the route crosses a deep ravine to join the West Route at UM6.

Figure 3.3.3-2 and Table 3.3.3-1 display the results of the permitting difficulty, construction difficulty, and potential mitigation cost analyses for each route. The results of the analysis show that the West Route is 9.4 miles shorter than the East Route and crosses 14.3 fewer miles of deer winter range, 14.2 fewer miles of EFU-zoned land, 20.3 fewer miles of private land, and has fewer miles of both high erosion hazard soils and slopes greater than 35 percent. For additional detail on constraints crossed by each route, see Table D-3 in Appendix D. The West Route also crosses approximately 8.7 fewer miles of moderate and high permitting difficulty areas. For the reasons explained above, the West Route, MO24-UM6, was recommended as more reasonable than the East Route, MO24-UM5-UM7-UM6.

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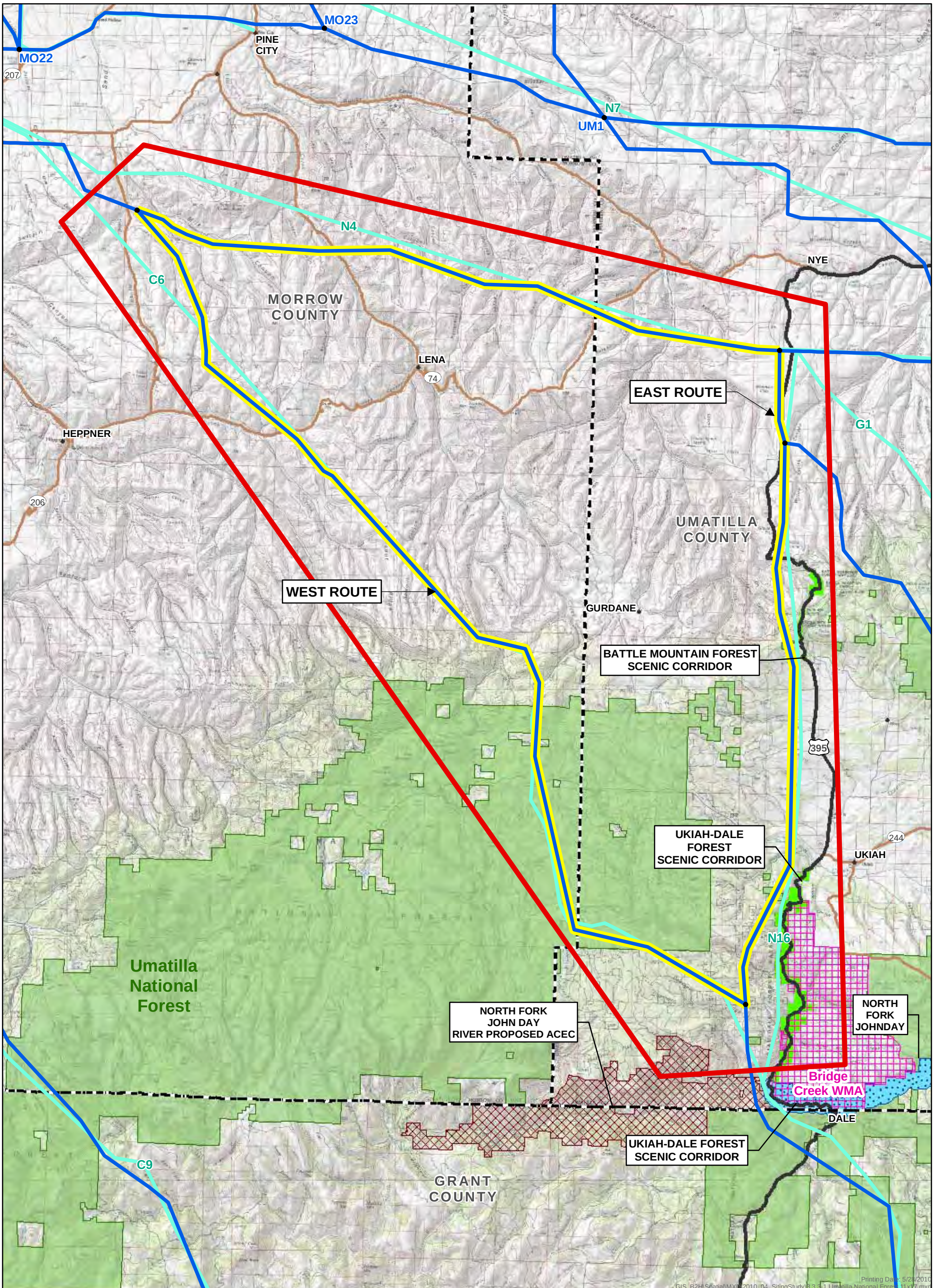


FIGURE 3.3.3-1
UMATILLA NATIONAL FOREST REGION

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

- Analysis Region
- Revised CAP Route
- Initial CAP Route
- County Boundary
- Wildlife Management Area
- Wild and Scenic River
- State Park
- Proposed Area of Critical Environmental Concern
- National Forest

0 1 2 3
Miles

LOCATION MAP

WA MT ID OR CA NV

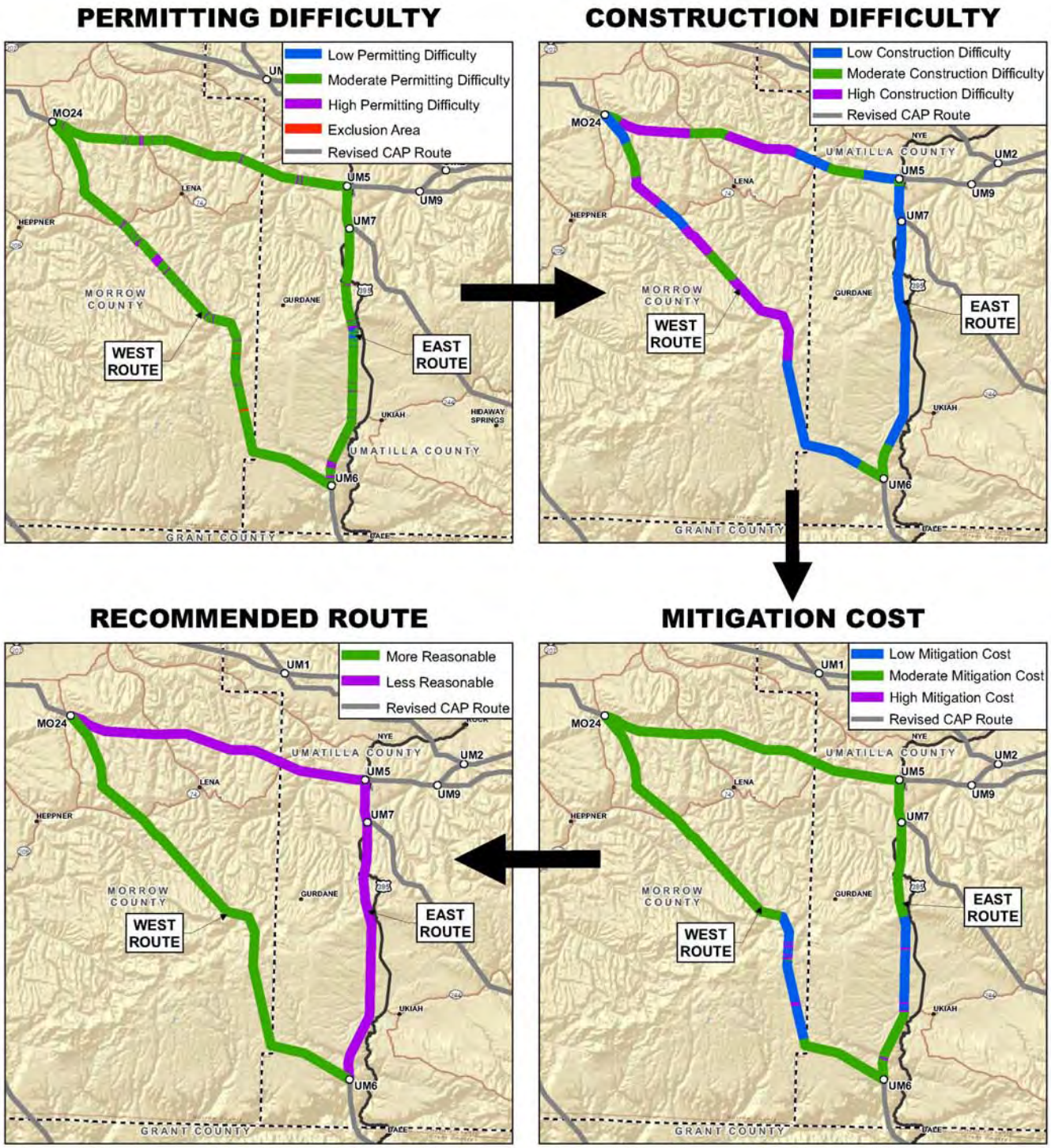


FIGURE 3.3.3-2
UMATILLA NATIONAL FOREST REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

0 5 10
Miles

Table 3.3.3-1. Umatilla National Forest Region Summary of Permitting and Construction Difficulty and Mitigation Cost

	West Route (MO24-UM6)	**East Route** (MO24-UM5-UM7-UM6)
	Length in Miles	
Permitting Difficulty		
Low	0.1	0.8
Moderate	37.9	46.1
High	2.9	3.8
Exclusion	0.4[1/]	0.0
Construction Difficulty		
Low	18.0	27.8
Moderate	8.3	10.9
High	15.0	12.0
Mitigation Cost		
Low	9.8	7.5
Moderate	30.8	42.7
High	0.7	0.5

Note:
1/ Old Growth Forest Areas will be avoided during micro-siting.

3.3.4 Pilot Rock Region

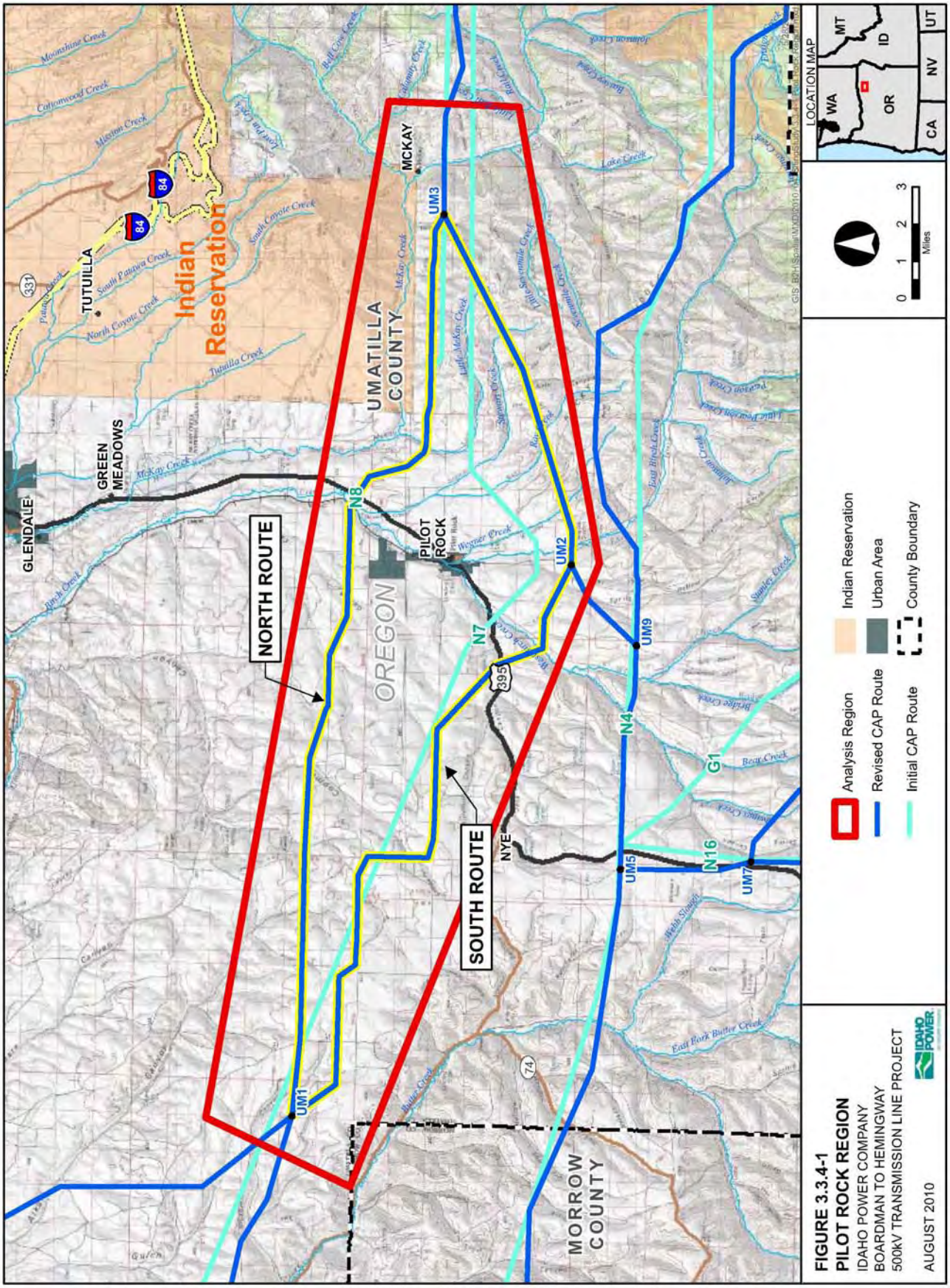
As shown in Figure 3.3.4-1, beginning approximately 1.8 miles southeast of the community of McKay, Oregon, this region spans west mostly to the south of the Confederated Tribes of the Umatilla Indian Reservation, past Pilot Rock and U.S. Highway 395 to the Morrow County/Umatilla County boundary in the vicinity of Slusher Canyon. While the eastern portion of the region consists of steep terrain and drainages within irrigated agricultural areas along the valleys and around Pilot Rock, dry agricultural lands and pasture occupy much of the lands in the western portion of the region.

Two routes were identified in this region, one to the north and one to the south of the town of Pilot Rock, Oregon, located along U.S. Highway 395. The North PAT routing session resulted in CAP route N8 crossing U.S. Highway 395 to the north of Pilot Rock and CAP route N7 crossing U.S. Highway 395 to the south of Pilot Rock. Information gathered during development of CAP route N8 indicated approximately 33 miles of lands along the northern route were owned by citizens ready to cooperate with the B2H Project. For this reason, CAP route N8 was minimally revised, and later designated the North Route (UM1-UM3) in the Pilot Rock regional analysis. CAP route N7 was revised using landowner input and designated the South Route (UM1-UM2-UM3) in the region.

The North and South Routes were analyzed for permitting difficulty, construction difficulty, and mitigation cost. The results of these analyses are shown on Figure 3.3.4-2. Table D-4 in Appendix D shows that the North Route is 3.5 miles shorter, crosses 7.4 fewer miles of deer winter range, and crosses fewer miles of EFU-zoned land than the South Route. Appendix D contains additional details on the miles of each constraint crossed by both the North and the South Routes. Table 3.3.4-1 summarizes the analyses by category and shows the North Route having fewer permitting and construction difficulties and lower mitigation costs than the South Route. Additionally, there are cooperative landowners along a 33-mile segment of the North Route and as a result it was recommended as the more reasonable route in this region.

Table 3.3.4-1. Pilot Rock Region Summary of Permitting and Construction Difficulty and Mitigation Cost

	South Route (UM1-UM2-UM3)	**North Route** (UM1-UM3)
	Length in Miles	
Permitting Difficulty		
Low	0.6	0.4
Moderate	25.9	22.8
High	2.8	2.6
Exclusion	0.0	0.0
Construction Difficulty		
Low	13.8	15.0
Moderate	6.5	6.0
High	9.0	4.8
Mitigation Cost		
Low	16.4	20.2
Moderate	12.6	5.5
High	0.3	0.1


NORTH ROUTE
SOUTH ROUTE
UMATILLA COUNTY
MORROW COUNTY
OREGON
Indian Reservation
GLENDALE
GREEN MEADOWS
TUTUILLA
MCKAY
PILOT ROCK
NYE
UM1
UM2
UM3
UM5
UM7
UM9
N4
N7
N8
N16
G1
LOCATION MAP
WA
OR
CA
ID
NV
MT
UT
0 1 2 3
Miles
Analysis Region
Revised CAP Route
Initial CAP Route
Indian Reservation
Urban Area
County Boundary
FIGURE 3.3.4-1
PILOT ROCK REGION
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010

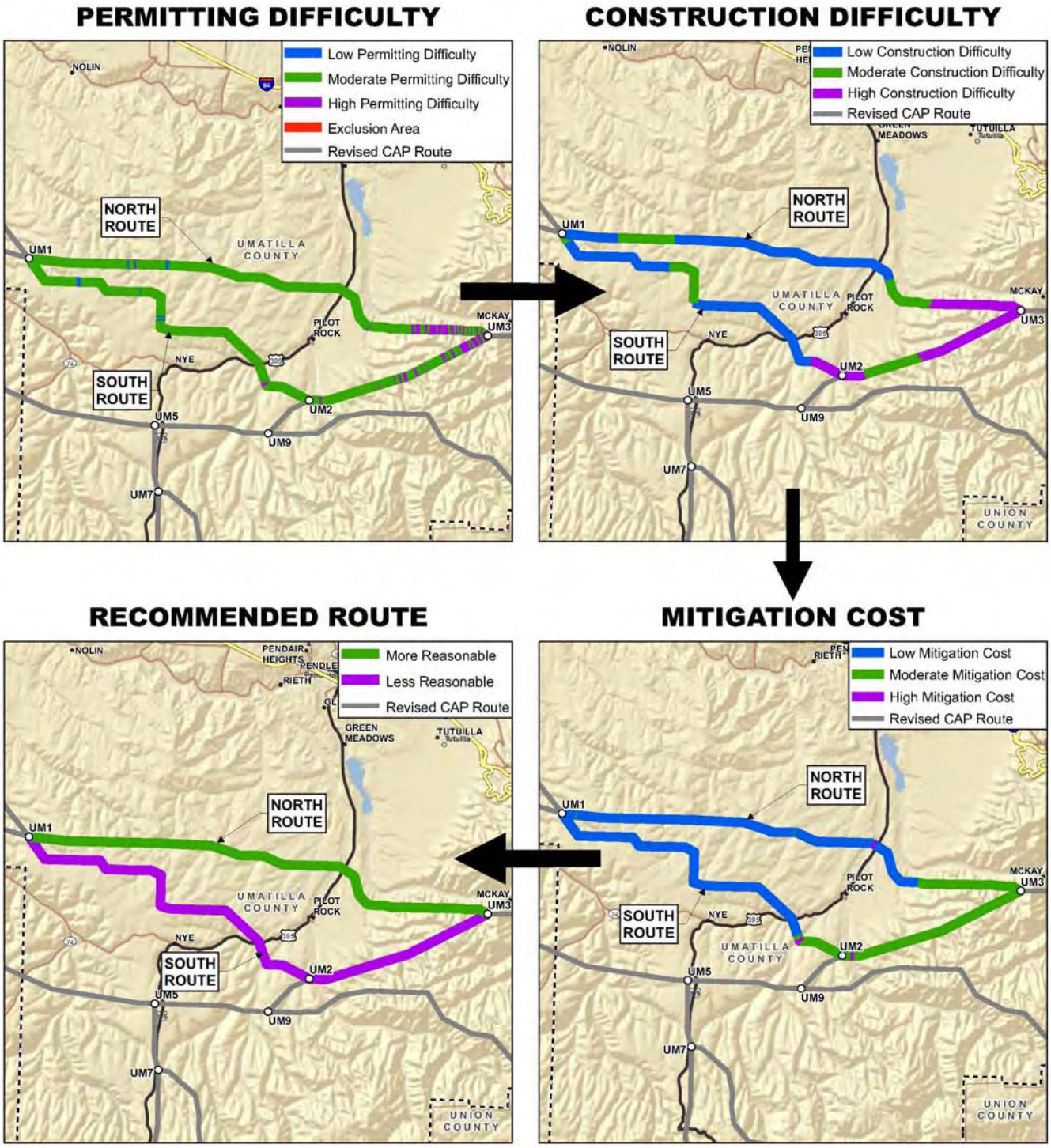


FIGURE 3.3.4-2
PILOT ROCK REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

0 5 10
Miles

3.3.5 West of National Forest Utility Corridor Region

This region, shown on Figure 3.3.5-1, begins just west of the Wallowa-Whitman National Forest Utility Corridor near the Union County/Umatilla County line. It spans west across Umatilla County into Morrow County ending of the community of Ella, Oregon, along the southern boundary of the Boardman Conservation Area. This region spans just over 70 miles and includes two routes for analysis, the North Route (MO16-MO17-MO18-MO21-MO23-UM1-UM3-UM4) and the South Route (MO16-MO26-MO24-UM5-UM9-UM4). The region is located mostly to the south of the Confederated Tribes of the Umatilla Indian Reservation and to the west and north of Wallowa-Whitman and Umatilla National Forests. Much of the region covers severe topography, U.S. Highway 395 and State Highway 74 cross through the central part of the region, and Pilot Rock is the largest town in the area. The western portion of the region, crossed by State Highway 207, comprises dry agricultural lands and rolling topography.

The North Route (MO16-MO17-MO18-MO21-MO23-UM1-UM3-UM4) is a revision of several CAP routes, including N8, N9, and parts of N28, N7, and N30. Beginning at MO16, located south of the Boardman Grasslands Conservation Area and southwest of the Boardman Bombing Range in Morrow County, the North Route heads east passing south of the Echo Wind Farm and north of Butter Creek Junction. Just west of the Morrow County/Umatilla County line, the route crosses State Highway 207 and continues south and east for the next 20 miles to meet with CAP route N8. The route then follows CAP route N8 closely for the next 33 miles along potentially cooperative landowner parcels, crossing U.S. Highway 395 approximately 2.5 miles north of Pilot Rock, Oregon and passing to the south of the Confederated Tribes of the Umatilla Indian Reservation. The North Route then angles southeast crossing between outlying land parcels belonging to the Confederated Tribes of the Umatilla Indian Reservation to UM4, just west of the Wallowa-Whitman National Forest Utility Corridor.

CAP route N4, originally generated during the North PAT routing session, was revised and analyzed as the South Route (MO16-MO26-MO24-UM5-UM9-UM4) within the West of National Forest Utility Corridor Region. Proceeding southeast from MO16, the South Route traverses dry agricultural lands before crossing State Highway 207, passing south of Gleason Butter and crossing State Highway 74 at the Morrow County/Umatilla County line. The route crosses U.S. Highway 395 about 3.5 miles south of Nye and the junction of State Highway 74 and U.S. Highway 395, before passing approximately 5.3 miles south of Pilot Rock. Continuing east, the terrain in the area becomes quite steep and the route crosses the foothills of Porter Hill before angling south to follow Rocky Ridge for approximately 5 miles. The South Route then threads its way east through outlying land parcels owned by the Confederated Tribes of the Umatilla Indian Reservation while staying to the north and west of the Wallowa-Whitman National Forest. The route joins with the North Route at UM4, just west of the designated utility corridor.

Figure 3.3.5-2 graphically details the results of the permitting difficulty, construction difficulty, and mitigation cost analyses performed on the North and South Routes. Mileage summaries by difficulty/cost categories can be found in Table 3.3.5-1. As the table shows, the North Route crosses 6.6 fewer miles of moderate and high permitting difficulty and about 15 fewer miles of moderate and high construction difficulty than the South Route.

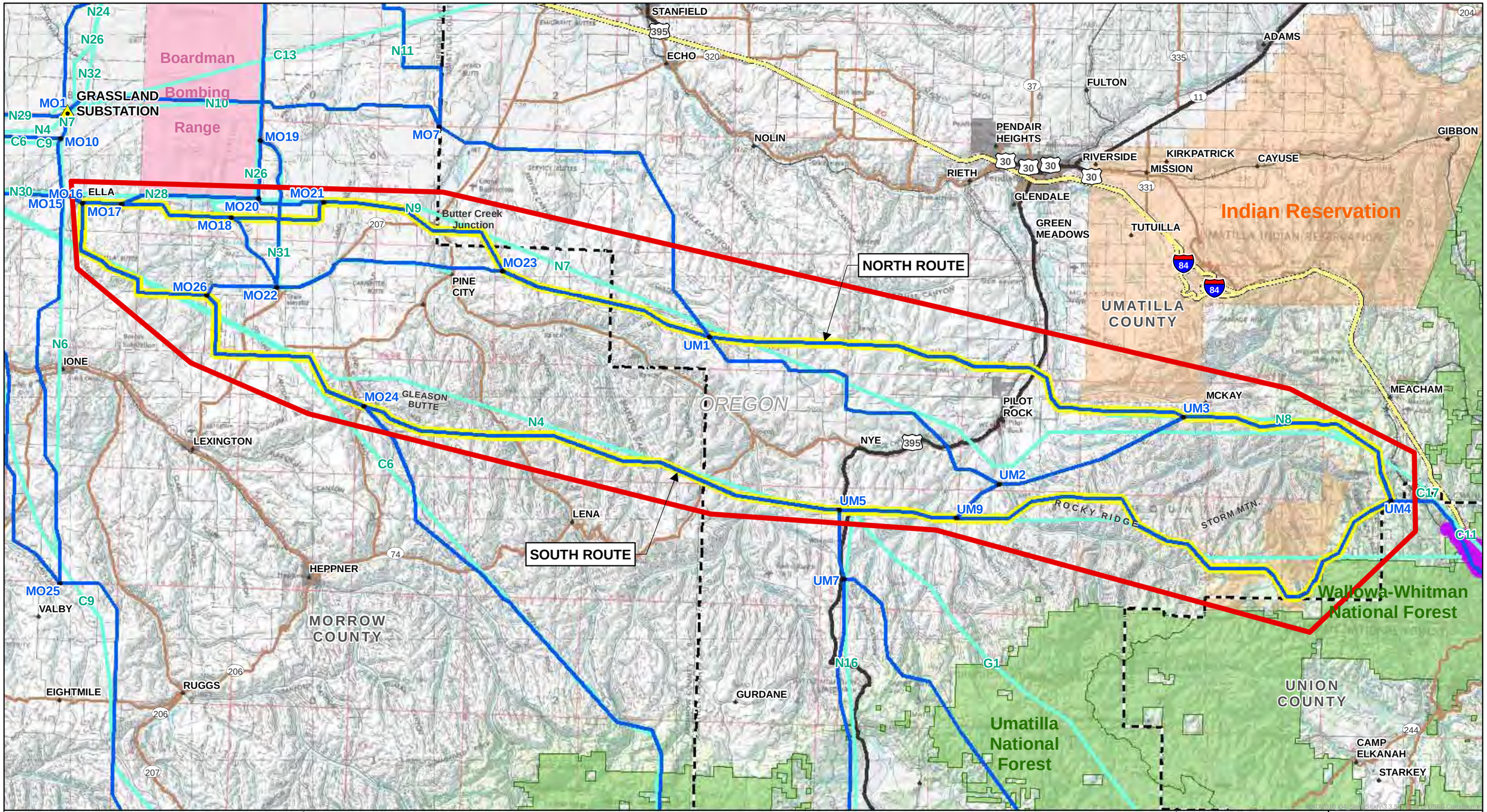


FIGURE 3.3.5-1
WEST OF NATIONAL FOREST UTILITY CORRIDOR REGION
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

Substation
Analysis Region
Revised CAP Route
Initial CAP Route
National Forest Utility Corridor
Urban Area
Indian Reservation
National Forest
Military Land
County Boundary

0 2 4 6
Miles

LOCATION MAP
WA MT OR ID CA NV

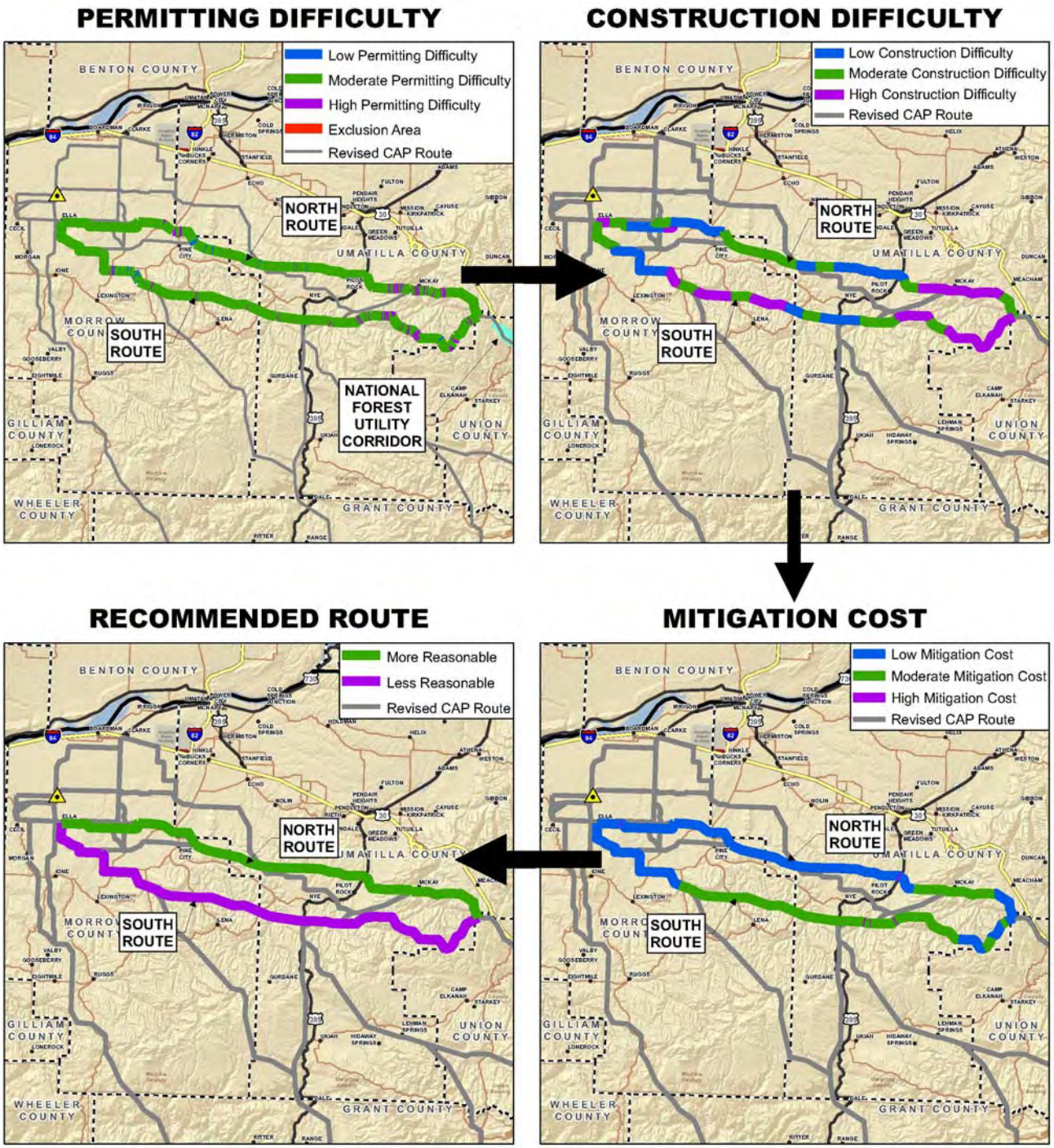


FIGURE 3.3.5-2
WEST OF NATIONAL FOREST UTILITY CORRIDOR
REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

0 10 20 30
Miles

Table 3.3.5-1. West of National Forest Utility Corridor Summary of Permitting and Construction Difficulty and Mitigation Cost

	North Route (MO16-MO17-MO18-MO21-MO23-UM1-UM3-UM4)	**South Route** (MO16-MO26-MO24-UM5-UM9-UM4)
	Length in Miles	
Permitting Difficulty		
Low	2.3	2.3
Moderate	65.7	69.3
High	6.3	9.3
Exclusion	0.0	0.0
Construction Difficulty		
Low	29.9	21.4
Moderate	26.2	23.5
High	18.2	36.0
Mitigation Cost		
Low	61.0	30.2
Moderate	13.2	50.4
High	0.1	0.3

Table D-5 in Appendix D lists the constraints crossed by each route. This table shows that the North Route is 6.7 miles shorter than the South Route, crossing 39.9 fewer miles of deer winter range, 6.5 fewer miles of private land, and 1.8 fewer miles of slopes greater than 35 percent. Additionally, the North Route has approximately 33 miles of potential landowner support. For the reasons detailed above, the North Route was determined to be more reasonable than the South Route.

3.3.6 Blue Mountain Region

The Blue Mountain Region is located in the central part of the study area on the western edge of Baker County and northeastern Grant County, spanning across the Blue Mountains to Sharp Ridge as shown on Figure 3.3.6-1. Situated at the convergence of the Malheur, Umatilla, and Wallowa-Whitman National Forests, just north of the Middle Fork of the John Day River, the region covers severe terrain and pristine forests, with numerous special status fish streams and habitat restoration areas. State Highway 7, the Journey Through Time Scenic Byway, is located at the southeastern end of the region, while U.S. Highway 395 runs north-south approximately 7 miles west of the northwestern end of the region. The sparsely populated towns of Galena and Susanville lie in the southwestern part of the region, while the communities of Greenhorn and Robinsonville are located in the southeastern part of this region.

The Central PAT routing session resulted in CAP route C6 passing through the Blue Mountains and south of Sharp Ridge in this region. CAP route C6 was slightly revised and designated GR1-BA1, the South Route in the Blue Mountain Region. The North Route, GR1-GR2-BA1, which attempted to minimize crossings of special status streams and fish restoration areas, is located through the Blue Mountains and north of Sharp Ridge, and can be seen as another revision of CAP route C6.

These routes were analyzed for permitting difficulty, construction difficulty and potential mitigation costs. Figure 3.3.6-2 graphically displays the results of these analyses. The permitting difficulty and mitigation cost analyses show the routes to be similar; however, the North Route crosses about 2 more miles of high permitting difficulty than the South Route. The construction difficulty analysis was more informative, indicating that although these two routes are similar in total miles of moderate and high permitting difficulty there are an additional 11.9 miles of high construction difficulty along the North Route. See Table 3.3.6-1 for mileage summaries of the analyses. Table D-6 in Appendix D details the constraints crossed along each route. Of note is the fact that the South Route completely avoids USFS Partial Retention lands as well as the USFS Special Interest Area for Fish Management, while the North Route crosses 3.5 and 17.0 miles respectively of each area. For the reasons explained above, the South Route (CAP route C6) was recommended as more reasonable than the North Route (CAP route C6) in the Blue Mountain Region.

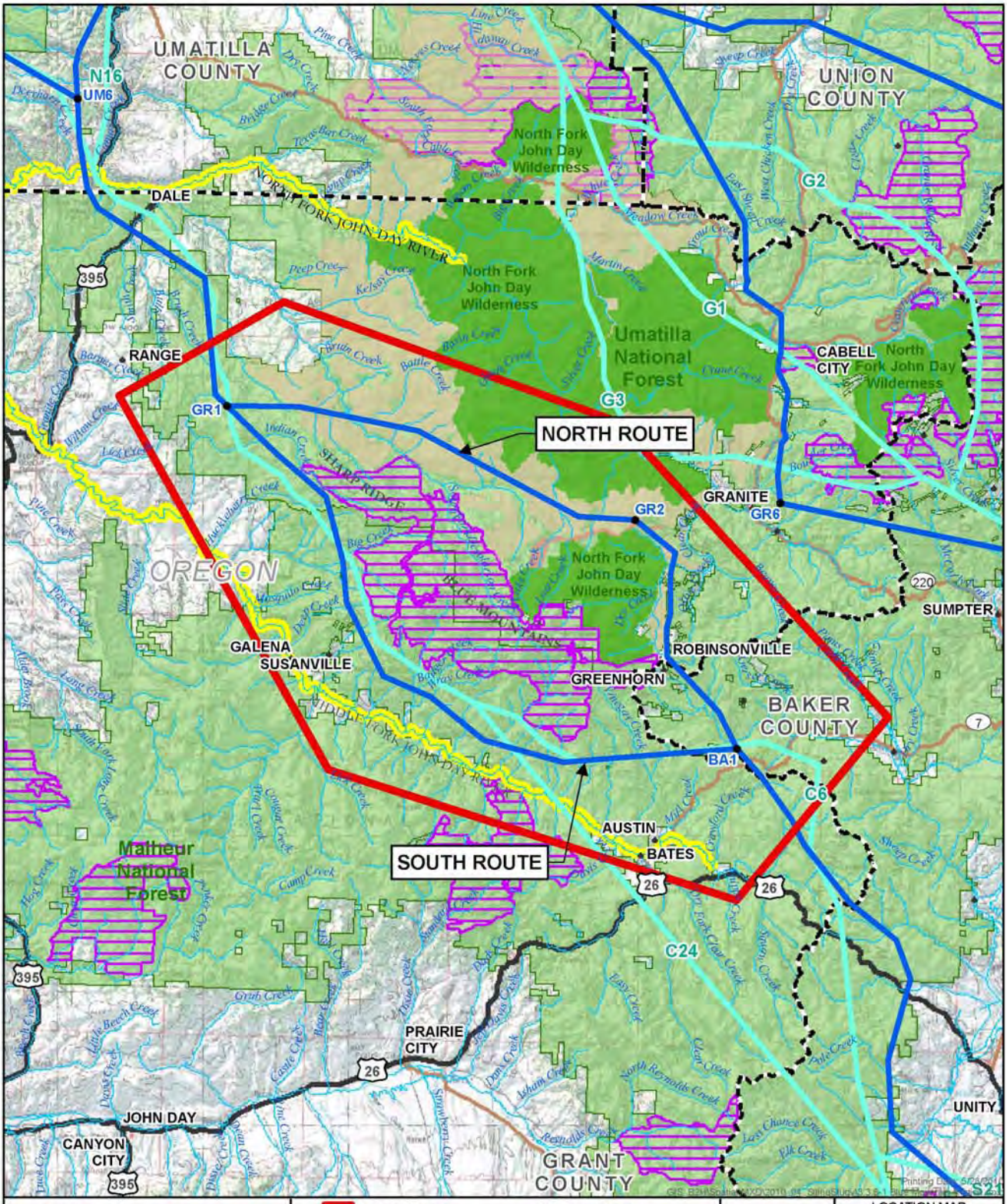


FIGURE 3.3.6-1
BLUE MOUNTAIN REGION
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

Analysis Region
Revised CAP Route
Initial CAP Route
County Boundary
State Scenic Waterway
National Forest
US Forest Service Roadless Area
US Forest Service Wilderness Area
USFS Special Interest Area
Olive Lake - Fremont Powerhouse
Special Fish Management Area

0 1 2 3 Miles

LOCATION MAP
WA MT OR ID CA NV UT

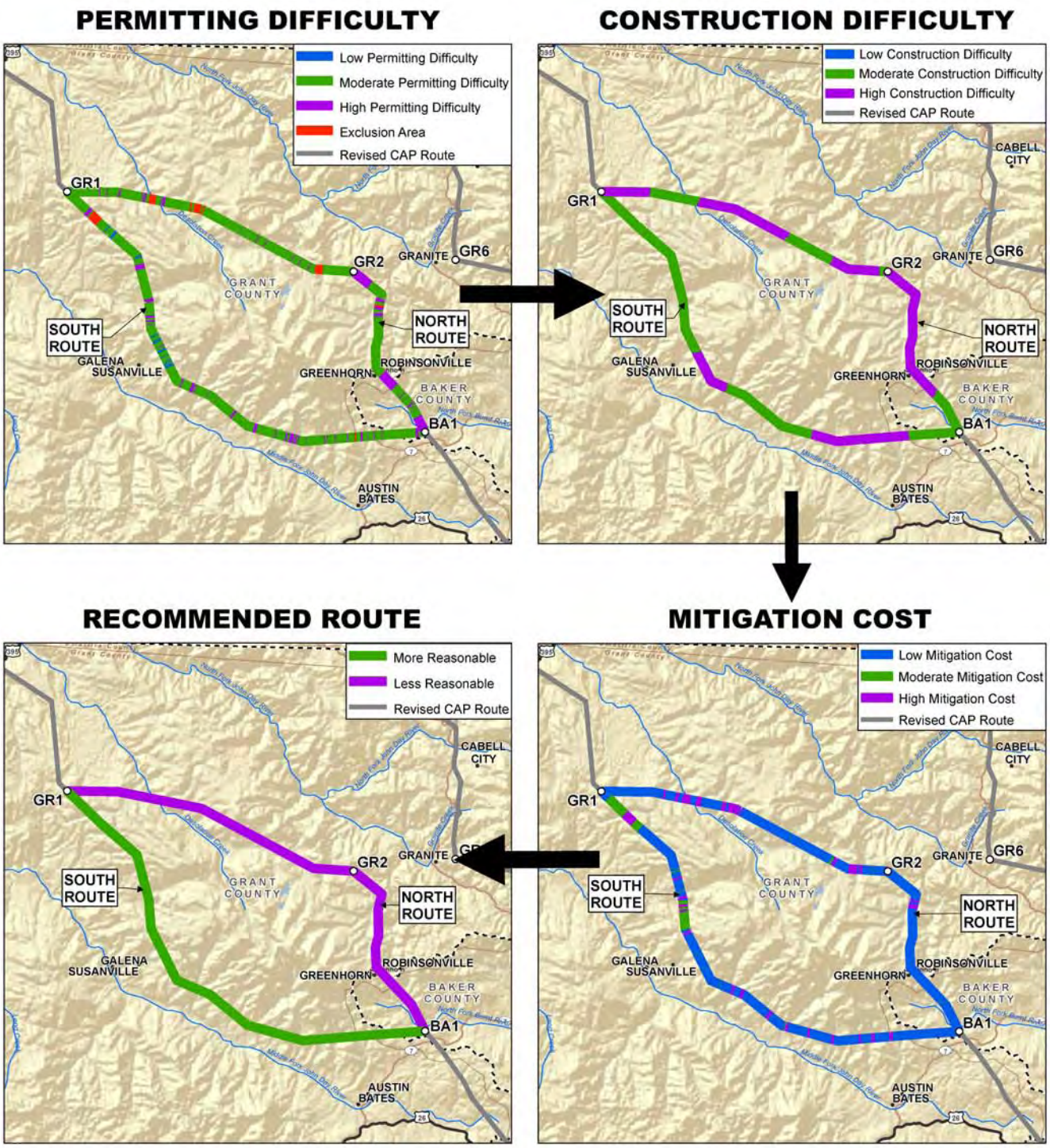


FIGURE 3.3.6-2
BLUE MOUNTAIN REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

0 5 10
Miles

Table 3.3.6-1. Blue Mountain Region Summary of Permitting and Construction Difficulty and Mitigation Cost

	North Route (GR1-GR2-BA1)	**South Route** (GR1-BA1)
	Length in Miles	
Permitting Difficulty		
Low	0.1	1.2
Moderate	23.0	24.6
High	5.4	3.5
Exclusion	1.8[1/]	0.8[1/]
Construction Difficulty		
Low	0.0	0.0
Moderate	9.2	21.0
High	21.0	9.1
Mitigation Cost		
Low	26.8	23.7
Moderate	0.1	3.7
High	3.3	2.7

Note:
1/ Old Growth Forest Areas will be avoided during micro-siting.

3.3.7 Onion Creek Region

The Onion Creek Region shown on Figure 3.3.7-1, extending nearly 60 miles, begins in the north in Umatilla County approximately 2.5 miles east of the community of Lehman Springs and spans east and south through portions of Umatilla, Union, Grant, and Baker Counties to approximately 3 miles north of Bridgeport, Oregon. This region, heavily forested with significant topography and steep slopes, is mostly located within the Wallowa-Whitman National Forest, west of Baker Valley.

Within the Onion Creek region three CAP routes G1, G2, and G3 were identified. These routes were reviewed and revised, forming a west and an east route through the region. The West Route, designated UM8-GR6-BA19, was a revision of CAP routes G1 and G3, while the East Route, designated UM8-BA21-BA19, was a revision of CAP routes G1 and G2.

The East Route, beginning at UM8 in Umatilla County, heads east into Union County, passing south of Fly Valley before crossing an area of severe terrain, the Grande Ronde River Road and the Grande Ronde River. At the eastern boundary of the Wallowa-Whitman National Forest, the route turns south, heads into Baker County passing west of the Elkhorn State Wildlife Management Area. Continuing south, the route crosses the Elkhorn Scenic Byway, enters the foothills of Twin Mountain, and angles southeast traversing the east side of Hunt Mountain and Elkhorn Ridge, as it travels along the west side of Baker Valley. South of Bowen Valley, the East Route crosses State Highway 7, a scenic byway, angles south toward Dooley Mountain and then east, passing north of Beaver Mountain proceeding to BA19 at the southern end of the region.

The West Route heads southeast from UM8, passing into Union County, and turns south across steep terrain before entering Grant County. The route then enters into a highly constrained area (see Figure 3.3.7-2), passing through USFS Retention Lands while paralleling and crossing the Blue Mountain Scenic Byway two times and the Elkhorn Scenic Byway three times. Due to the USFS North Fork John Day Wilderness Area located along the western side of the highway and the USFS Twin Mountain Inventoried Roadless Area located long the eastern side, the route is confined to a narrow corridor in close proximity to the Scenic Byway. Continuing south, offset to the east of the Blue Mountain Scenic Byway, the route proceeds across special status fish streams, fish restoration habitat, and severe terrain before turning east approximately 1 mile east of the community of Granite and north of the community of Porterville. The route then crosses into Baker County and continues east, passing south of Pole Creek Ridge angling to the southeast while staying to the north of Sumpter Valley. The route angles around the north and eastern sides of Phillips Lake and passes north of Bald Mountain and across the Snake River-Mormon Basin Back County Byway to BA19 where it joins with the East Route at the southern end of the region.

With the revision of the West Route unable to avoid the USFS Retention Lands, a permitting exclusion area, and the route's close proximity to the Blue Mountain and Elkhorn Scenic Byways for about 5 miles, the East Route was determined to be more reasonable than the West Route. While the permitting difficulty analysis confirmed this, the construction difficulty analysis indicated that both routes cross similar distances of moderate and high construction difficulty. Figure 3.3.7-3 displays the results of the three analyses and Table 3.3.7-1 summarizes the miles crossed of each difficulty level within each analysis.

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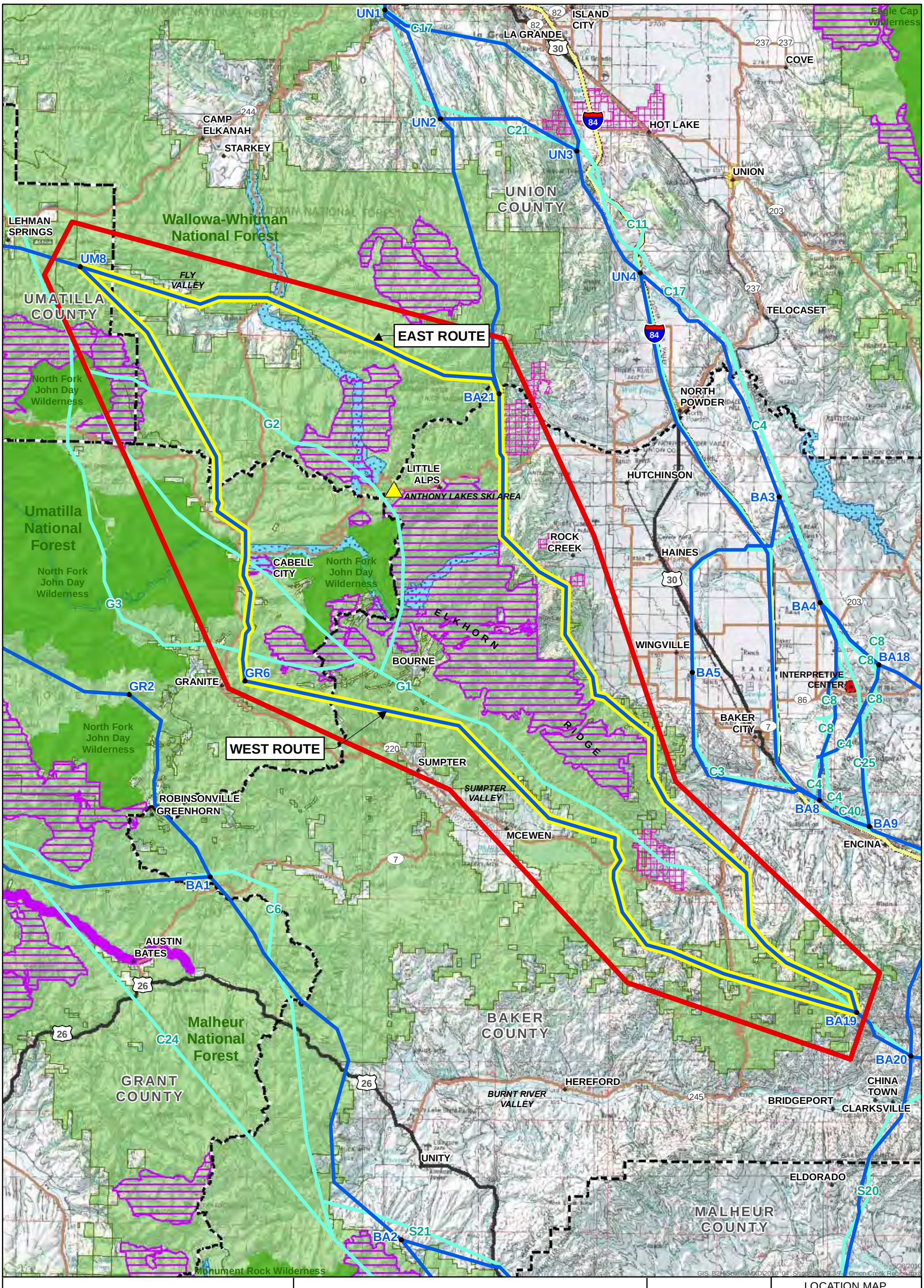


FIGURE 3.3.7-1
ONION CREEK REGION

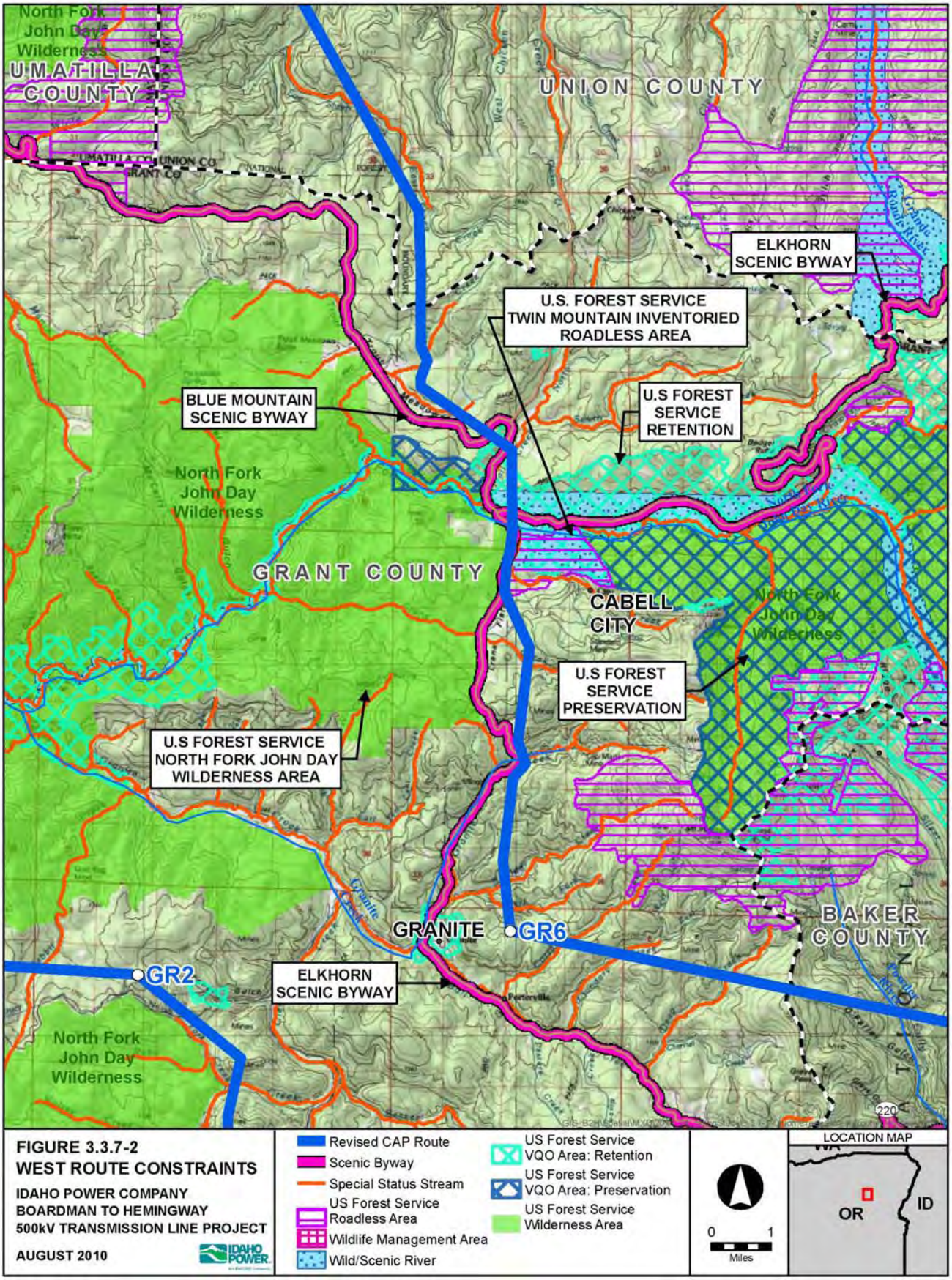
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

Analysis Region
Revised CAP Route
Initial CAP Route
County Boundary
Wildlife Management Area
State Scenic Waterway
US Forest Service Roadless Area
US Forest Service Wilderness Area
National Forest
Wild/Scenic River

0 5
Miles

LOCATION MAP
WA MT ID OR CA NV


North Fork John Day Wilderness
UMATILLA COUNTY
UNION COUNTY
ELKHORN SCENIC BYWAY
U.S. FOREST SERVICE TWIN MOUNTAIN INVENTORIED ROADLESS AREA
BLUE MOUNTAIN SCENIC BYWAY
U.S FOREST SERVICE RETENTION
North Fork John Day Wilderness
GRANT COUNTY
CABELL CITY
North Fork John Day Wilderness
U.S FOREST SERVICE PRESERVATION
U.S FOREST SERVICE NORTH FORK JOHN DAY WILDERNESS AREA
GRANITE
GR6
GR2
ELKHORN SCENIC BYWAY
BAKER COUNTY
North Fork John Day Wilderness
FIGURE 3.3.7-2
WEST ROUTE CONSTRAINTS
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010
Revised CAP Route
Scenic Byway
Special Status Stream
US Forest Service Roadless Area
Wildlife Management Area
Wild/Scenic River
US Forest Service VQO Area: Retention
US Forest Service VQO Area: Preservation
US Forest Service Wilderness Area
0 1
Miles
LOCATION MAP
WA
OR
ID

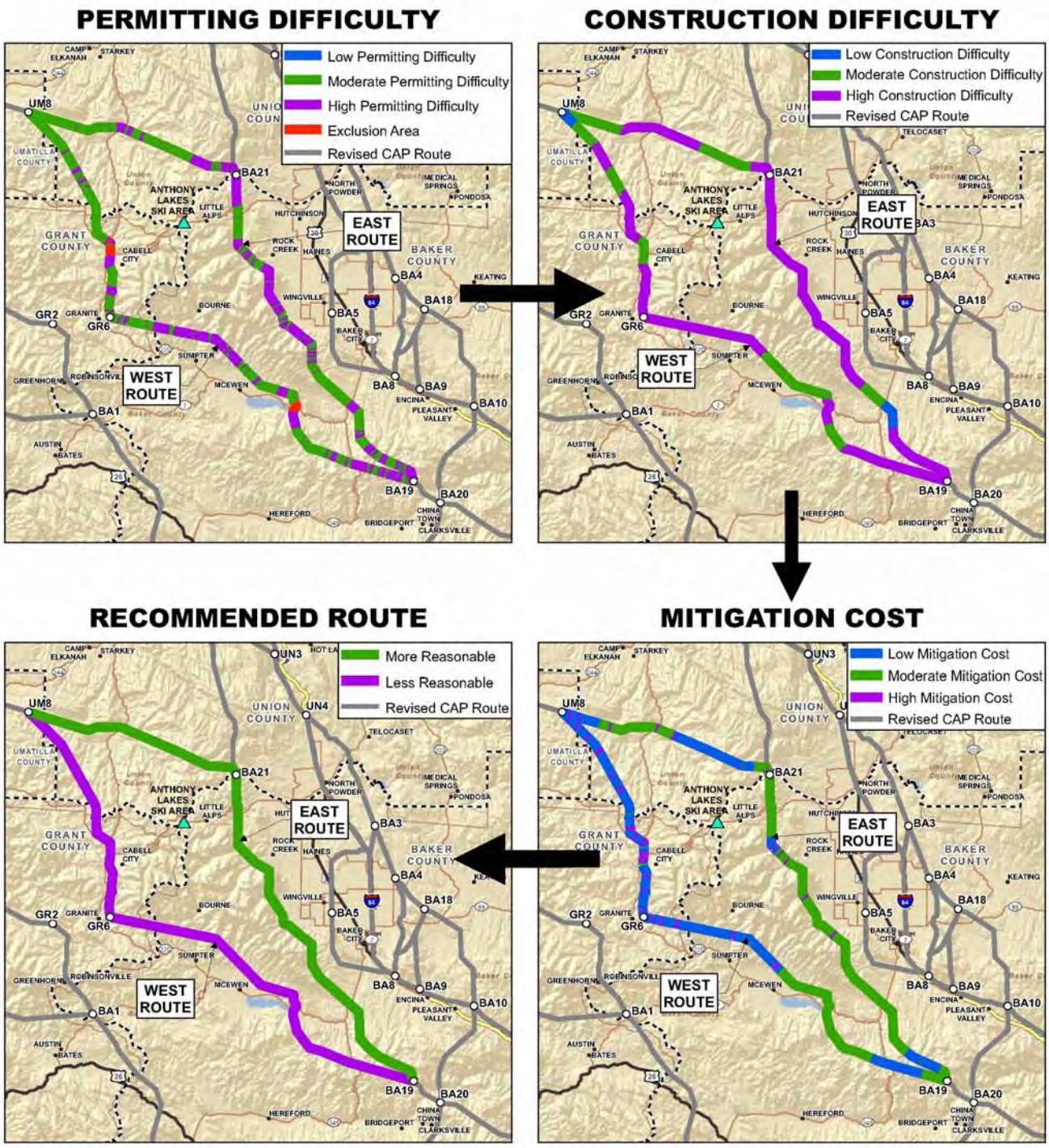


FIGURE 3.3.7-3
ONION CREEK REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

Table 3.3.7-1. Onion Creek Region Summary of Permitting and Construction Difficulty and Mitigation Cost

	East Route (UM8-BA21-BA19)	**West Route** (UM8-GR6-BA19)
	Length in Miles	
Permitting Difficulty		
Low	0.1	0.0
Moderate	36.3	38.1
High	30.2	25.9
Exclusion	0.0	2.6
Construction Difficulty		
Low	3.6	1.8
Moderate	15.0	21.0
High	48.0	43.7
Mitigation Cost		
Low	19.3	44.0
Moderate	45.7	18.7
High	1.6	3.9

Table D-7 in Appendix D shows the more reasonable East Route crossing 1.2 miles of a BLM-designated Wild and Scenic River, the Grande Ronde River. While not a permitting exclusion area due to its designation for recreation, it is highly preferable to avoid crossing this river along the East Route. This river crossing combined with a strong preference to use the designated utility corridor resulted in a new route extending due north from BA21 to meet with another revised CAP route at UN2 (see Figure 3.3.7-4). This new segment, UN2-BA21, makes it possible to avoid crossing the Grande Ronde River and use the Wallowa-Whitman designated utility corridor. This modified East Route was recommended as the most reasonable route in the Onion Creek Region.

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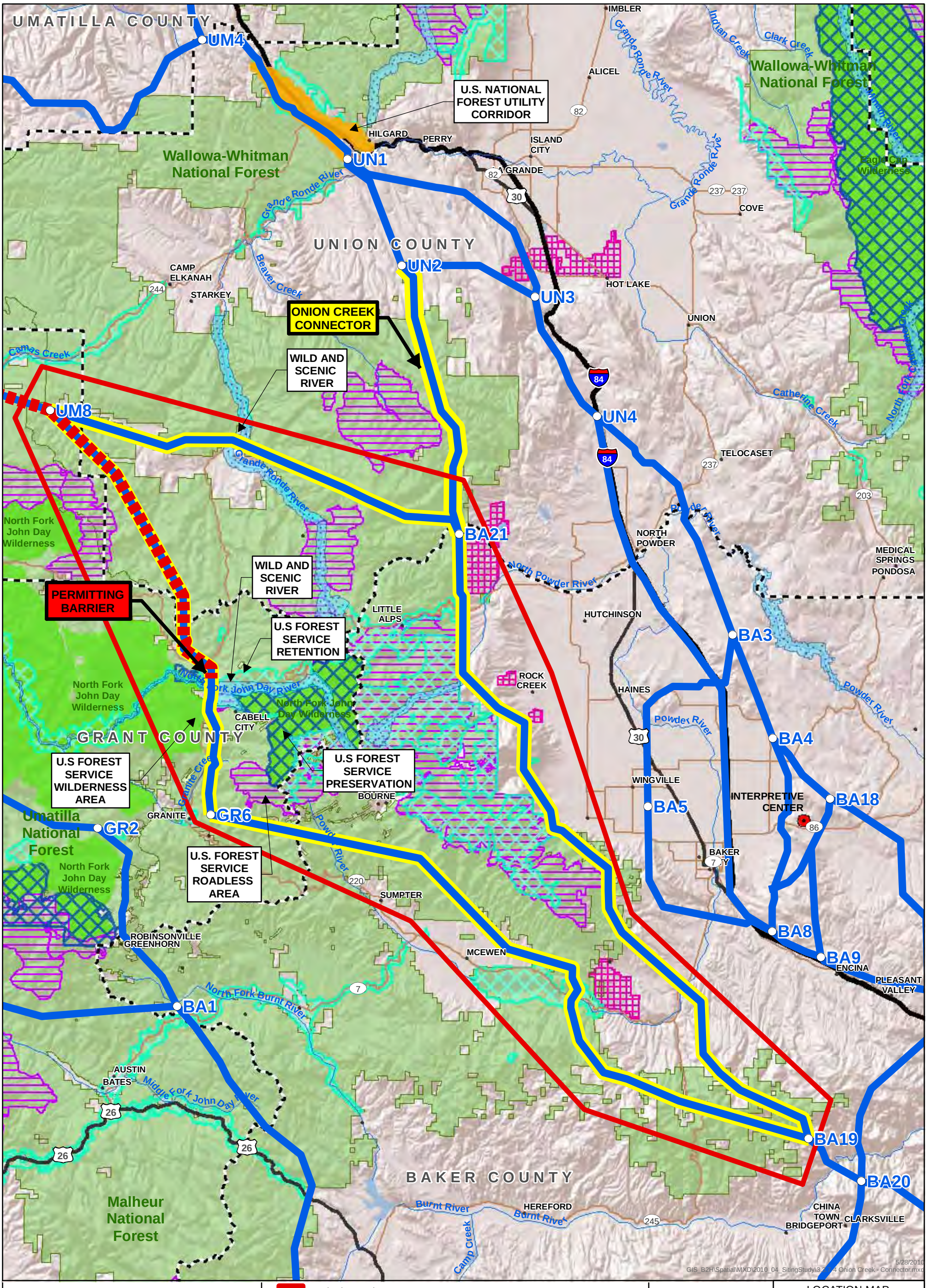


FIGURE 3.3.7-4
ONION CREEK CONNECTOR

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

- Analysis Region
- Revised CAP Route
- County Boundary
- National Forest Utility Corridor
- US Forest Service Roadless Area
- US Forest Service Wilderness Area
- National Forest
- US Forest Service VQO Area: Retention
- US Forest Service VQO Area: Preservation
- Wildlife Management Area
- Wild and Scenic River

0 5
Miles

LOCATION MAP

WA
OR
ID

3.3.8 Interpretive Center Region

As shown on Figure 3.3.8-1 the Interpretive Center Region is generally bounded on the west and south by I-84. It extends from State Route 203 in the north to the vicinity of Pleasant Valley in the south and from Baker City in the west to Virtue Flat in the east. In this region, two routes—the West Route and the Central Route—were identified at the PAT meetings in Baker County. The West Route was developed from CAP routes C4, C8, and C40 and the Central Route evolved from CAP routes C4, C8, and C25.

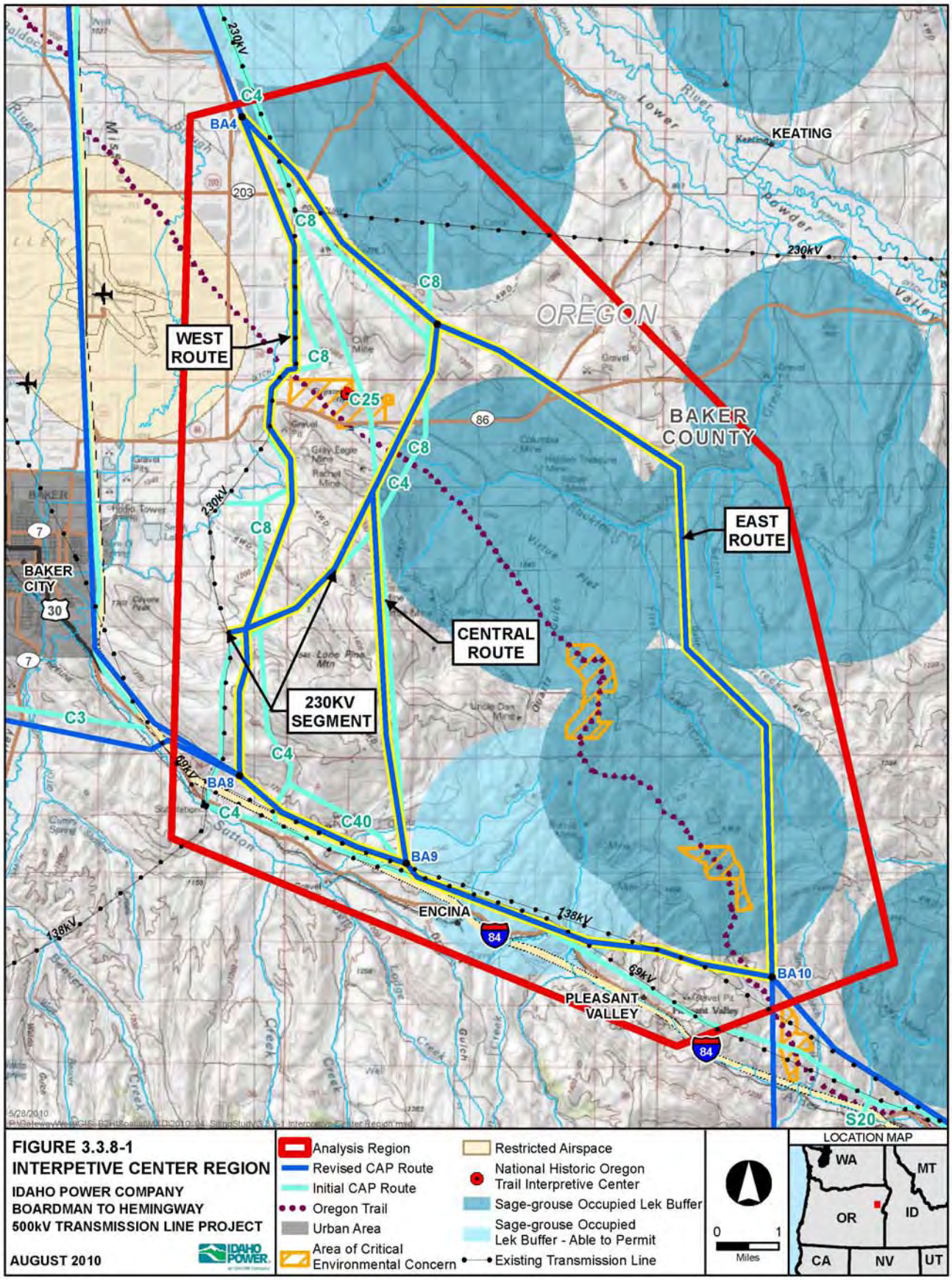
The East Route (BA4-BA18-BA10) was identified in December 2009 using sage-grouse lek buffer data that showed an open path between the occupied sage-grouse lek buffers in the Virtue Flat area. Because the route was now located several miles east of the National Historic Oregon Trail Interpretive Center, the visual impact concerns for the Oregon National Historic Trail seemed to be resolved. However, in early 2010 the sage-grouse lek buffer data were updated and showed the East Route crossing an occupied sage-grouse lek 2-mile buffer and now impacting ODFW Category 1 habitat. This route cannot be considered preferred, but was kept should the sage-grouse lek buffer data subsequently change again.

The West Route (BA4-BA8-BA9-BA10, + 230-kV reroute), which places the proposed 500-kV line within the ROW for the existing 230-kV line and relocates the existing 230-kV line to the east side of the National Historic Oregon Trail Interpretive Center, was suggested as a means of minimizing visual impact to the National Historic Oregon Trail Interpretive Center. The West Route leaves point BA4 and proceeds southeast for about 2.2 miles before following the path of the existing 230-kV (which would be relocated). The route continues south following the 230-kV path for the next approximately 3.0 miles, turning southwest across State Route 86. Approximately 3.6 miles south of this highway, the West Route crosses the proposed location for the 230-kV line reroute and then parallels the existing 230-kV line south to the vicinity of I-84 offset 1,500 feet to the east. The West Route then turns eastward while remaining on the north side of I-84 for about 9.3 miles generally in corridor with the existing 69-kV and 138-kV lines to point BA10, northeast of Pleasant Valley.

The West Route would require approximately 9.0 miles of the existing 230-kV line to be relocated to allow for the 500-kV line placement west of the National Historic Oregon Trail Interpretive Center. The proposed 230-kV line reroute begins southeast of BA4 and proceeds southeasterly toward BA18 where it angles south and west, east of the National Historic Oregon Trail Interpretive Center. The 230-kV line reroute crosses State Route 86 and continues southwesterly for the next 4.7 miles, passing north of Lone Pine Mountain and meeting with the existing 230-kV line approximately 1.0 mile northwest of the Lone Pine Waterhole.

The Central Route (BA4-BA18-BA9-BA10) follows the same path as the 230-kV reroute (West Route) from point BA4 to BA18, to a location approximately 1.3 miles south of State Route 86 where instead of heading west the Central Route proceeds nearly due south passing east of Lone Pine Mountain. This route joins the north side of I-84 and the existing 69-kV and 138-kV transmission corridor, and follows the same path as the West Route to point BA10.

Figure 3.3.8-2 graphically details the results of the permitting difficulty, construction difficulty, and mitigation cost analyses performed on the routes in this region. As shown in Table 3.3.8-1 and in Appendix D Table D-8, compared to the West Route the Central Route would result in 11.0 fewer miles of construction, cross 5.9 miles less sage-grouse Core Area 1 Habitat, cross 11 fewer miles of EFU, cross 7.5 fewer miles of prime farmland soils, and cross 3.5 fewer miles of deer winter range. Overall, the Central Route appears less difficult to permit and less difficult to construct than the West Route. For the reasons stated above, the Central Route was recommended as the most reasonable alternative route in this region.


WEST ROUTE
CENTRAL ROUTE
EAST ROUTE
230KV SEGMENT
OREGON
BAKER COUNTY
KEATING
BAKER CITY
ENCINA
PLEASANT VALLEY
BA4
BA8
BA9
BA10
C4
C8
C25
C3
C40
S20
230kV
138kV
69kV
203
86
7
30
84
Lower Powder River Valley
Sutton Creek
Lodge Gulch
Virtue Flat
Rock Creek
Grant Creek
Mt Ida
Lone Pine Mtn
Uncle Dan Mine
Gray Eagle Mine
Rachel Mine
Columbia Mine
Hidden Treasure Mine
Cliff Mine
Gravel Pit
Hello Tower
Camp Spring
Station
Gravel Pits
Gravel Pit
Pleasant Valley
Keating
Baldock
Baker
Wall
Sisters
Bowers
Water
Gulch
Creek
Valley
Gulch
Creek
Creek
Creek

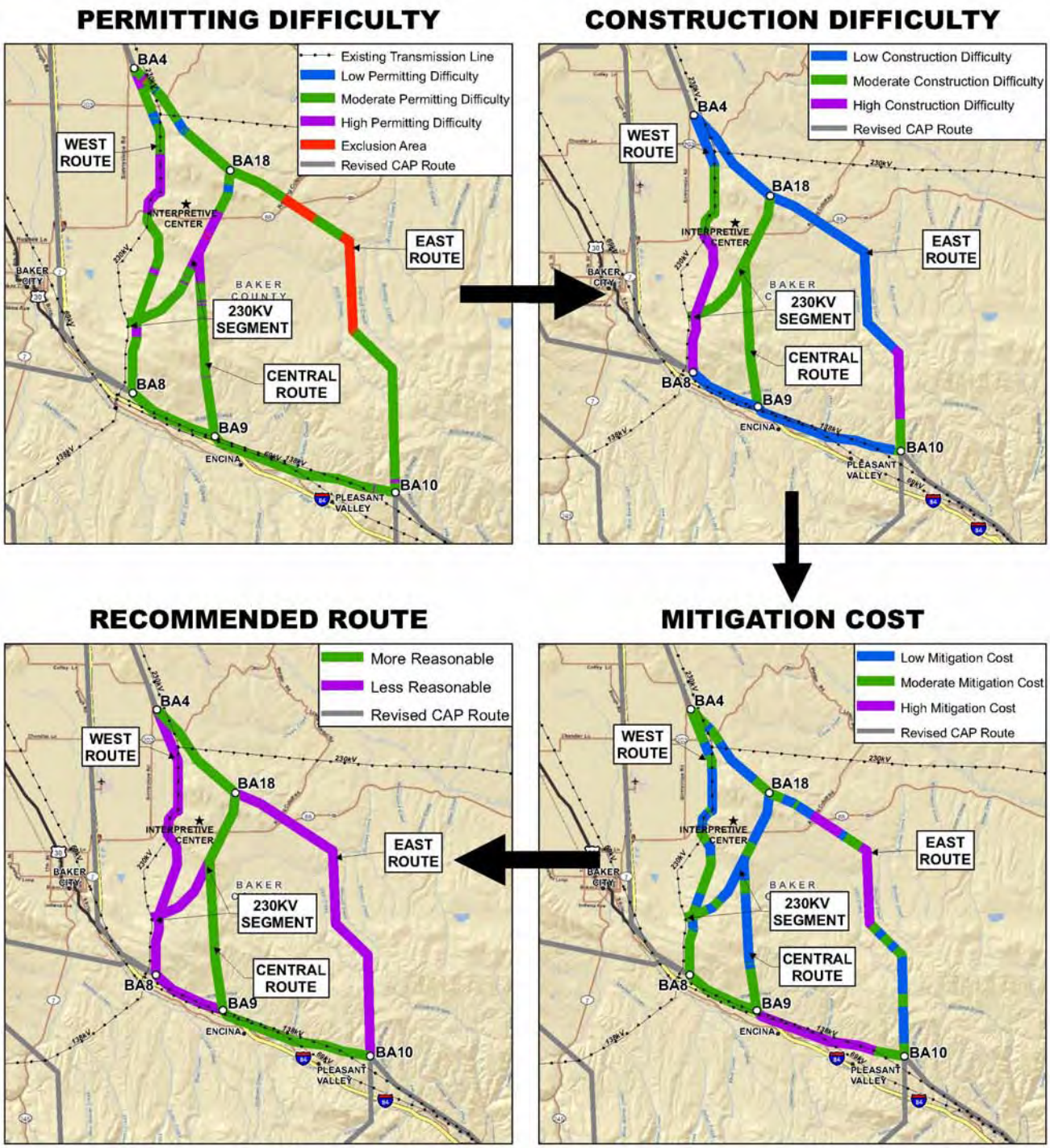


FIGURE 3.3.8-2
INTERPRETIVE CENTER REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

Table 3.3.8-1. Interpretive Center Region Summary of Permitting and Construction Difficulty and Mitigation Cost

	West Route (BA4-BA8-BA9-BA10 + 230 kV ReRoute)	**Central Route** (BA4-BA18-BA9-BA10)	**East Route** (BA4-BA18-BA10)
	Length in Miles		
Permitting Difficulty			
Low	1.2	0.8	0.6
Moderate	24.2	16.1	12.5
High	5.4	2.9	0.2
Exclusion	0.0	0.0	4.6
Construction Difficulty			
Low	17.4	10.6	13.6
Moderate	7.4	9.2	1.3
High	6.0	0.0	3.0
Mitigation Cost			
Low	11.6	8.4	7.4
Moderate	14.3	6.5	5.9
High	4.9	4.9	4.6

3.3.9 Southwest Region

The Southwest Region includes portions of northwest Malheur County, northern Harney County, and southern Grant County as shown on Figure 3.3.9-1. In the western half of this region, the Malheur and Ochoco National Forests cover much of the higher elevations and the eastern half is mostly sage brush and high desert. U.S. Route 26 (Journey Through Time Scenic Byway) is the major east-west highway in the northern part of the region, passing through communities such as John Day and Mount Vernon. To the south, U.S. Route 20 extends across the southern part of this region and passes through communities like Burns and Hines. Outside these major transportation corridors there is sparse and scattered development.

Within the region, four routes evolved from the CAP as shown on Figure 3.3.9-1 including Route A (GR3-GR4-HA1-HA2-MA6), Route B (GR3-GR4-GR5-HA1-HA2-MA6), Route C (GR3-GR4-GR5-HA2-MA6), and Route D (GR3-MA4-MA5-MA6). The initial routes from which these refined routes were developed were identified at the Central and South routing sessions.

Route A, developed from CAP route C9, proceeds from common point GR3 southwest for 6.2 miles before crossing U.S. Route 26 about 7 miles east of Dayville. It then turns southeast and then generally south across the Aldrich Mountains, the Malheur National Forest, and the South Fork of the John Day River. It then angles to the southwest and continues to the southwest corner of Grant County where it turns southeast through the common points HA1 and HA2 where it generally parallels U.S. Route 20. About 3.5 miles northwest of Buchanan, it turns south and crosses this highway. Route A turns and continues easterly passing south of Lawton Point, crossing Stinkingwater Mountains, south of Warm Springs Reservoir and Riverside, and then angling northeast along the Summer Lake-Midpoint 500-kV line to common point MA6.

Route B, developed from CAP routes C9 and S96, is similar to Route A except where it crosses the Aldrich Mountains. From common point GR4 this route angles southeast. At common point GR 5, Route B turns southwest and then due south to rejoin Route A at common point HA1. This route follows the western side of Bear Valley and is largely located in the Malheur National Forest and crosses the Grant/Harvey County line on the west side of Cougar Mountain. From common point HA1 this alternative shares the same alignment as Route A.

Route C, developed from CAP routes C9 and S23, is similar to Route B except for a 47-mile segment where it leaves common point GR5 and proceeds southeast to point HA2. This route also passes to the west of Bear Valley and is located mostly in the Malheur National Forest. This alternative follows the alignment for Route A from common point HA2 to the end at point MA6.

Route D, developed from CAP routes C6 and C18, proceeds from point GR3 in a southeasterly direction and crosses U.S. Route 26 just west of Moores Crossing. This route then follows the north side of the Aldrich Mountains for about 14 miles before turning south to cross these mountains. On the south side of these mountains, the route angles generally southeast, continues through Harney County and into Malheur County, joining Routes A, B, and C at common point MA6 just west of the Owyhee Reservoir.

As shown on Table D-9 in Appendix D, Route A is the longest alternative in this region at 186.6 miles, requiring about 360 to 1,630 additional acres of new ROW. It crosses more miles of deer and elk winter range, more EFU, more private land, and more land slide area than Routes B, C, and D. It also crosses the South Fork of the John Day River, a designated Wild and Scenic River, and crosses a BLM recreation area for 2.9 miles.

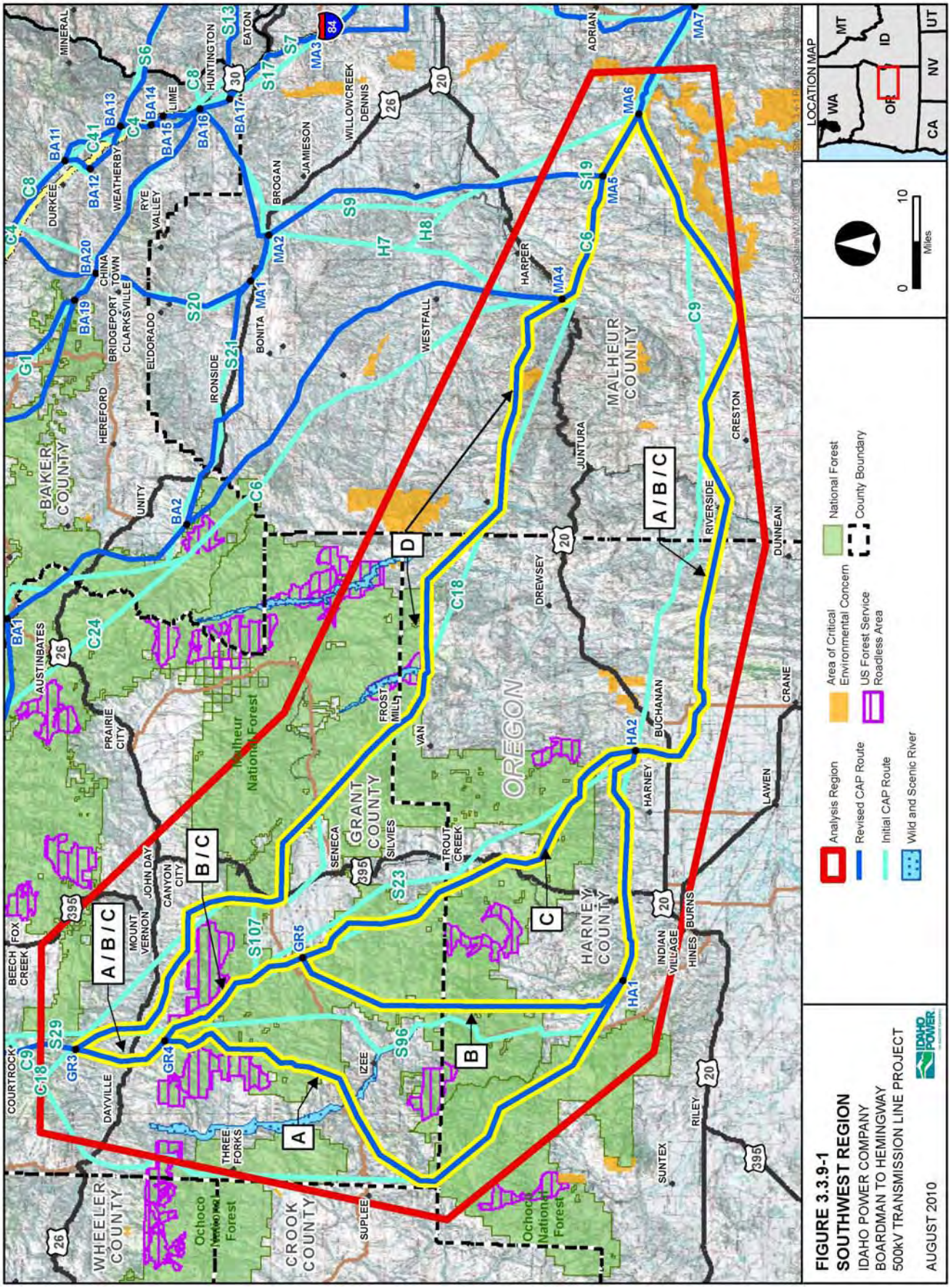


FIGURE 3.3.9-1
SOUTHWEST REGION
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010

Figure 3.3.9-2 and Table 3.3.9-1 detail the results of the permitting difficulty, construction difficulty, and mitigation cost analyses performed on the routes in this region. In total, this route has the highest permitting difficulty and is one of the two most difficult to construct. As a result of the factors described above, Route A was not recommended for further consideration.

Table 3.3.9-1. Southwest Region Summary of Permitting and Construction Difficulty and Mitigation Cost

	A (GR3-GR4-HA1-HA2-MA6)	B (GR3-GR4-GR5-HA1-HA2-MA6)	C (GR3-GR4-GR5-HA2-MA6)	D (GR3-MA4-MA5-MA6)
	Length in Miles			
Permitting Difficulty				
Low	5.6	6.1	4.8	3.3
Moderate	151.9	137.9	119.9	104.3
High	28.0	26.9	27.9	22.2
Exclusion	1.1[1/]	3.8[1/]	3.6[1/]	3.0[1/]
Construction Difficulty				
Low	27.0	21.0	21.0	15.0
Moderate	71.4	62.4	56.4	48.4
High	88.2	91.3	78.8	69.4
Mitigation Cost				
Low	48.0	53.4	63.8	25.0
Moderate	123.5	103.3	78.4	103.7
High	15.1	18.0	14.0	4.1

Note:
1/ Old Growth Forest Areas will be avoided during micro-siting.

Of the three remaining routes, Route B is longer than Routes C and D by 18.4 to 41.7 miles, respectively, and would require about 560 to about 1,260 additional acres of ROW. This route crosses a BLM recreation area for 3.1 miles as compared to 0.0 mile for Routes C and D. Route B also crosses significantly more deer wintering area, sage-grouse Core Area 1, prime farmland soils, and slopes over 25 percent (see Table D-9 in Appendix D). On the positive side, this alternative parallels significantly more existing ROW, but requires about 8.0 to 12.5 miles more of new ROW. In terms of permitting difficulty, it appears that Route B is very similar to Route C but greater than Route D; Route B also appears significantly more difficult to construct. Based on these factors, Route B was not recommended for further consideration.

As shown in Appendix D Table D-9, compared to Route D, Route C is 23.3 miles longer requiring just over 700 acres of additional ROW. Route D avoids the Divine Scenic Corridor and Area of Critical Environmental Concern, and crosses about 20.4 fewer miles of sage-grouse Core Area 1, 13.6 fewer miles (approximately 410 fewer acres) of forest land, 4.6 fewer miles of high erosion hazard areas, and 27.7 fewer miles of prime farmland soils. In comparison, Route C crosses significantly less deer and elk wintering area, avoids lands having wilderness characteristics as defined by the BLM, and parallels about 13 more miles of existing transmission line. Route C seems slightly more difficult to permit and significantly more difficult to construct. As a result of this analysis, Route C was not recommended for further study and Route D was recommended as the more reasonable route in the Southwest Region.

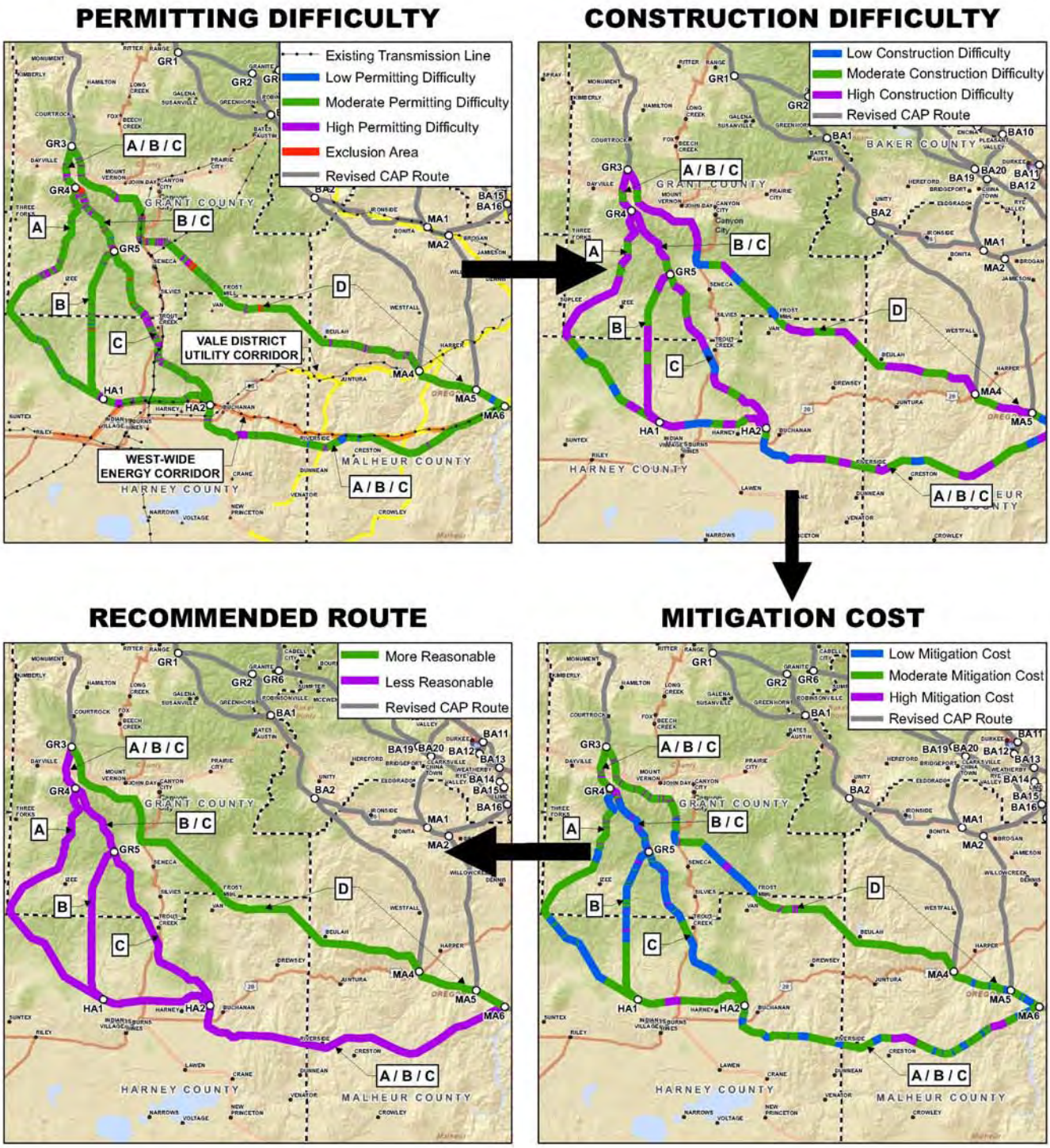


FIGURE 3.3.9-2
SOUTHWEST REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

0 10 20 30
Miles

3.3.10 Burnt River Region

As shown in Figure 3.3.10-1, the Burnt River Region, located just west of the Idaho/Oregon state boundary, spans south from Pleasant Valley, Oregon, across the Baker County/Malheur County line to the town of Brogan, located along U.S. Highway 26. Severe topography covers the region and includes the Burnt River Canyon, Pedro Mountain, California Mountain, and the Weatherby Mountains. Deer and elk winter range habitat is found throughout the region, while sage-grouse habitat grounds cover the southern portion. There is little agriculture and the few small towns in the area can be found along I-84 at the eastern edge of the region and along the Snake River-Mormon Basin Back Country Byway that runs east-west across the central part of the region. In this region two routes identified in the central PAT meeting have been carried forward, revised, and are described below.

The eastern route in the Burnt River Region is a revision of several CAP route segments, including C4, C8, C41, S9, and S19. Initially, revisions of these routes resulted in an East Route designated BA10-BA11-BA13-MA2. Spring 2010 field surveys identified an active sage-grouse lek site west of the I-84 corridor along the proposed route segment BA13-MA2. State regulations prohibit the siting of a transmission line within 2-miles of an active sage-grouse lek and therefore the route was shifted south to avoid the lek and buffer as shown on Figure 3.3.10-2.

The revised East Route begins at BA10 and heads south following an existing 138-kV line along the north side of I-84. North of the Durkee Valley, the route turns east away from the existing 138-kV transmission line, passes approximately 1.2 miles east of the community of Durkee, Oregon, angles south and east around Gold Hill, and heads south past the communities of Weatherby and Dixie. The route then crosses to the west side of I-84 at the southern end of the Weatherby Mountains where it again meets with and parallels the west side of the 138-kV transmission line heading south. West of I-84 and a mile north of the town of Huntington, Oregon, the route angles south and west, past Limestone Butte, avoiding the sage-grouse lek and buffer and continuing across the Baker/Malheur County line into Malheur County where it ends at MA2 approximately 2.5 miles west of the town of Brogan .

The West Route in the Burnt River Region is a revision of CAP route S20 and a small portion of CAP route S21. These routes were revised to form the West Route in the region, designated BA10-BA20-MA1-MA2.

Heading south from BA-10, the West Route crosses I-84 approximately 2 miles southeast of Pleasant Valley and heads southwest across severe slopes to the east of the Wallowa-Whitman National Forest. Continuing south, the West Route proceeds across the Burnt River Canyon, crosses the Snake River-Mormon Basin Back County Byway 4 miles east of the town of Bridgeport, Oregon, and passes to the west side of Shasta Butte and the Malheur Reservoir. After passing between Reservoir Butte and Cow Valley Butte, the West Route intersects and parallels an existing 69-kV transmission line and, after crossing U.S. Highway 26 three times, the route ends at MA2 located west of Brogan, Oregon.

The permitting difficulty, construction difficulty, and mitigation cost analyses were performed on the West Route and the original East Route (BA10-BA11-BA13-MA2), as the analyses took place prior to identification of a new sage-grouse lek site (during the spring 2010 field survey) and the development of the revised East Route. The results of these analyses, shown on Figure 3.3.10-3 and in Table 3.3.10-1, along with Table D-10, Appendix D, show the two routes to be similar in permitting difficulty and the East Route slightly more difficult to construct. However, a helicopter flyover of potentially difficult engineering/construction areas, including the Burnt River Region, was performed by Idaho Power after desktop analysis of the revised CAP routes and subsequent regional analyses. This aerial review indicated that construction and maintenance of a 500-kV line along the West Route, especially in the areas north and south of the Burnt River Canyon, would be exceptionally difficult and costly, mainly due to poor existing access and the extremely severe terrain. Based on this information, the original East Route was

determined more reasonable than the West Route. Shifting the southern segment of the East Route south of the sage-grouse lek and buffer (BA13-MA2 revised to BA13-BA14-BA16-MA2) resulted in the lek being screened by existing topography but did not change the route's construction and engineering difficulty. As a result, the (revised) East Route, BA10-BA11-BA13-BA14-BA16-MA2 (comprising CAP routes C4, C8, C41, S9, and S19) was recommended as more reasonable than the West Route, BA10-BA20-MA1-MA2 (CAP routes S20 and S21).

Table 3.3.10-1. Burnt River Mileage Summary of Permitting and Construction Difficulty and Mitigation Cost

	West Route (BA10-BA20-MA1-MA2)	**East Route** (BA10-BA11-BA13-MA2)
	Length in Miles	
Permitting Difficulty		
Low	0.0	0.1
Moderate	26.6	35.6
High	9.5	6.2
Exclusion	0.0	0.1
Construction Difficulty		
Low	5.6	9.0
Moderate	15.0	16.2
High	15.5	16.7
Mitigation Cost		
Low	0.0	1.9
Moderate	36.1	39.8
High	0.0	0.2

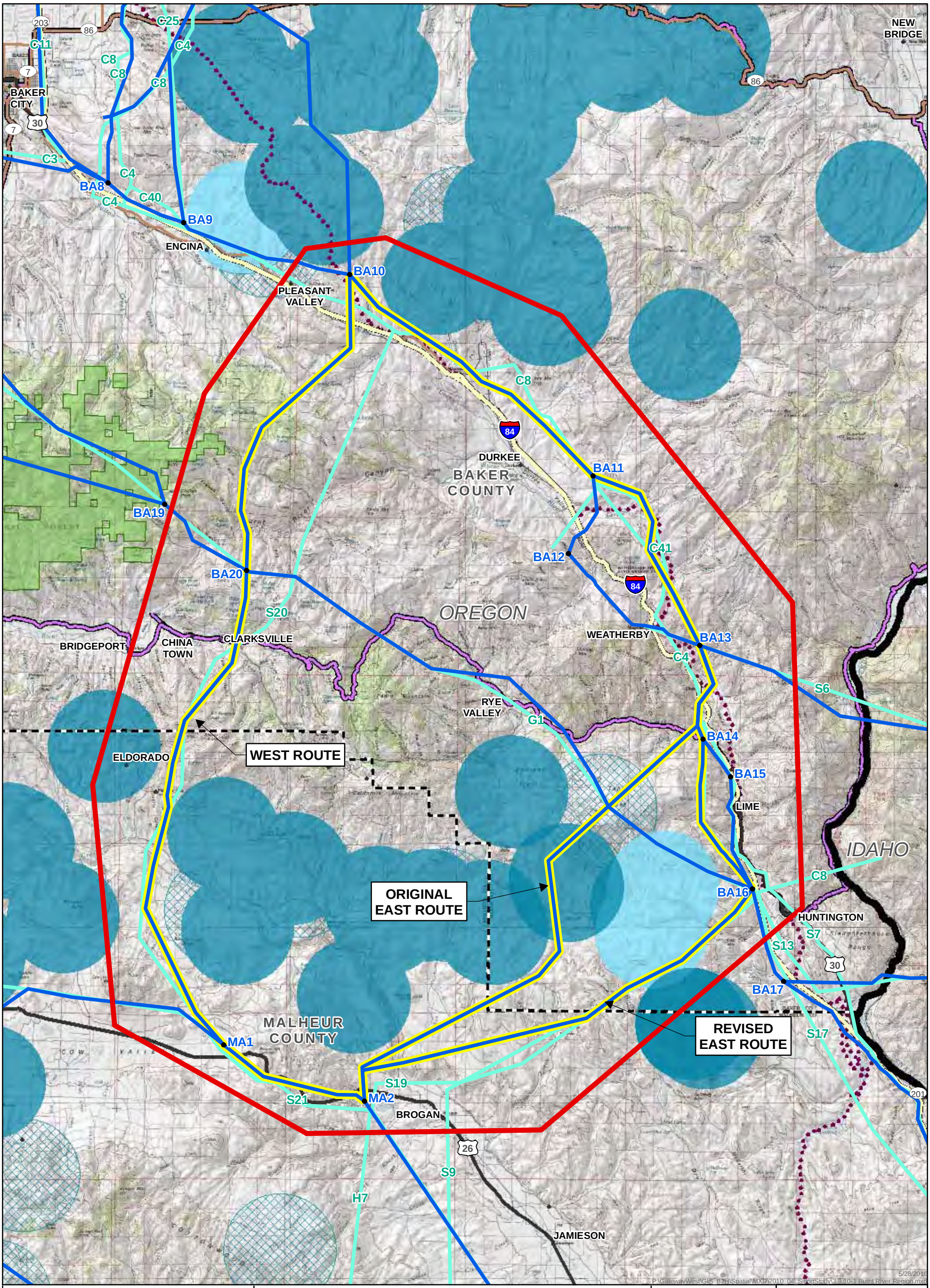


FIGURE 3.3.10-1
BURNT RIVER REGION

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

- Analysis Region
- Revised CAP Route
- Initial CAP Route
- State Boundary
- County Boundary
- National Forest
- Oregon Trail
- Scenic Byway Route
- Sage-grouse Occupied Lek Buffer
- Sage-grouse Occupied Lek Buffer - Able to Permit
- Sage-grouse Unoccupied Lek Buffer

0 1 2 3
Miles

LOCATION MAP

WA MT ID OR CA NV

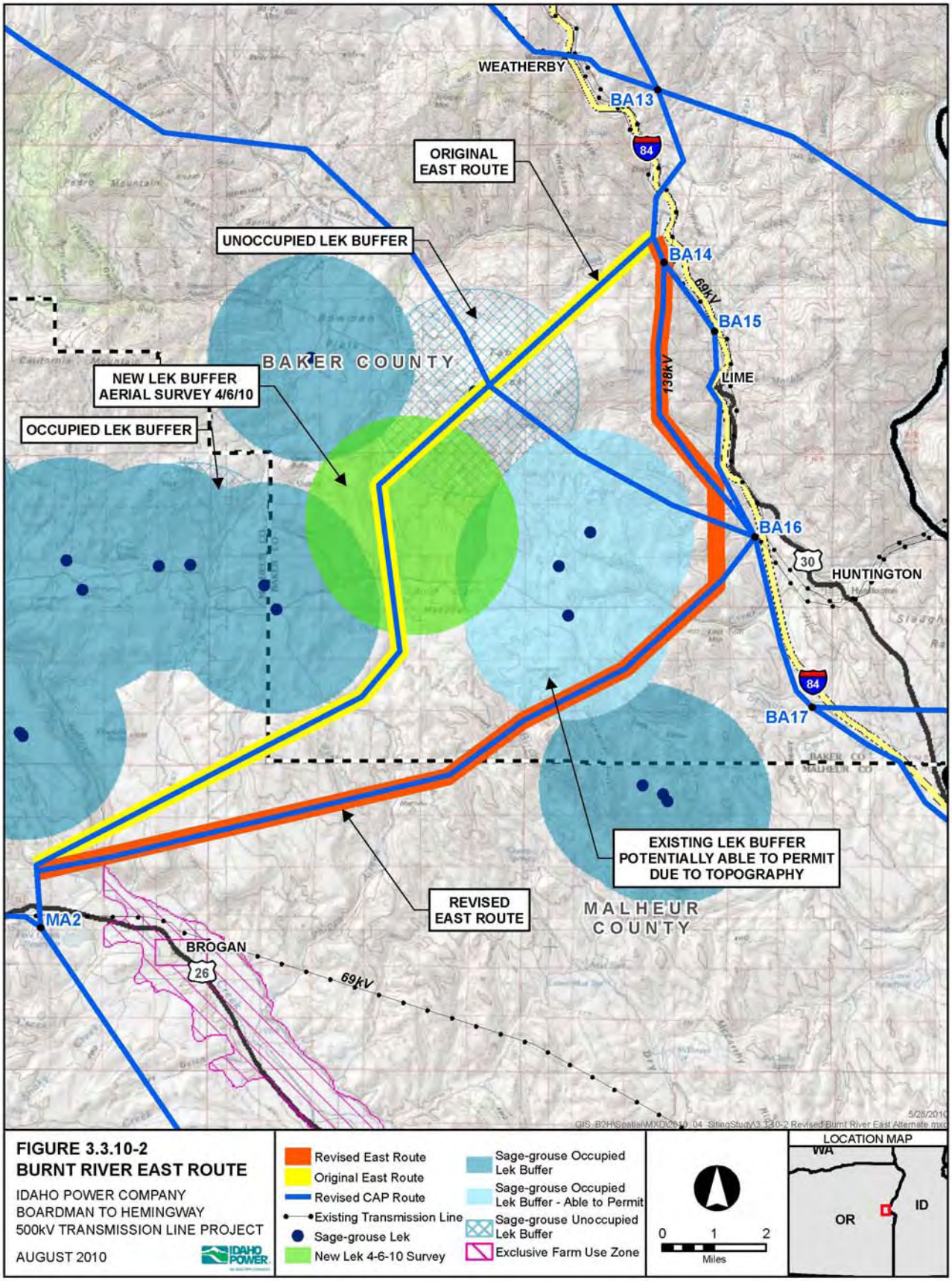


FIGURE 3.3.10-2
BURNT RIVER EAST ROUTE

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

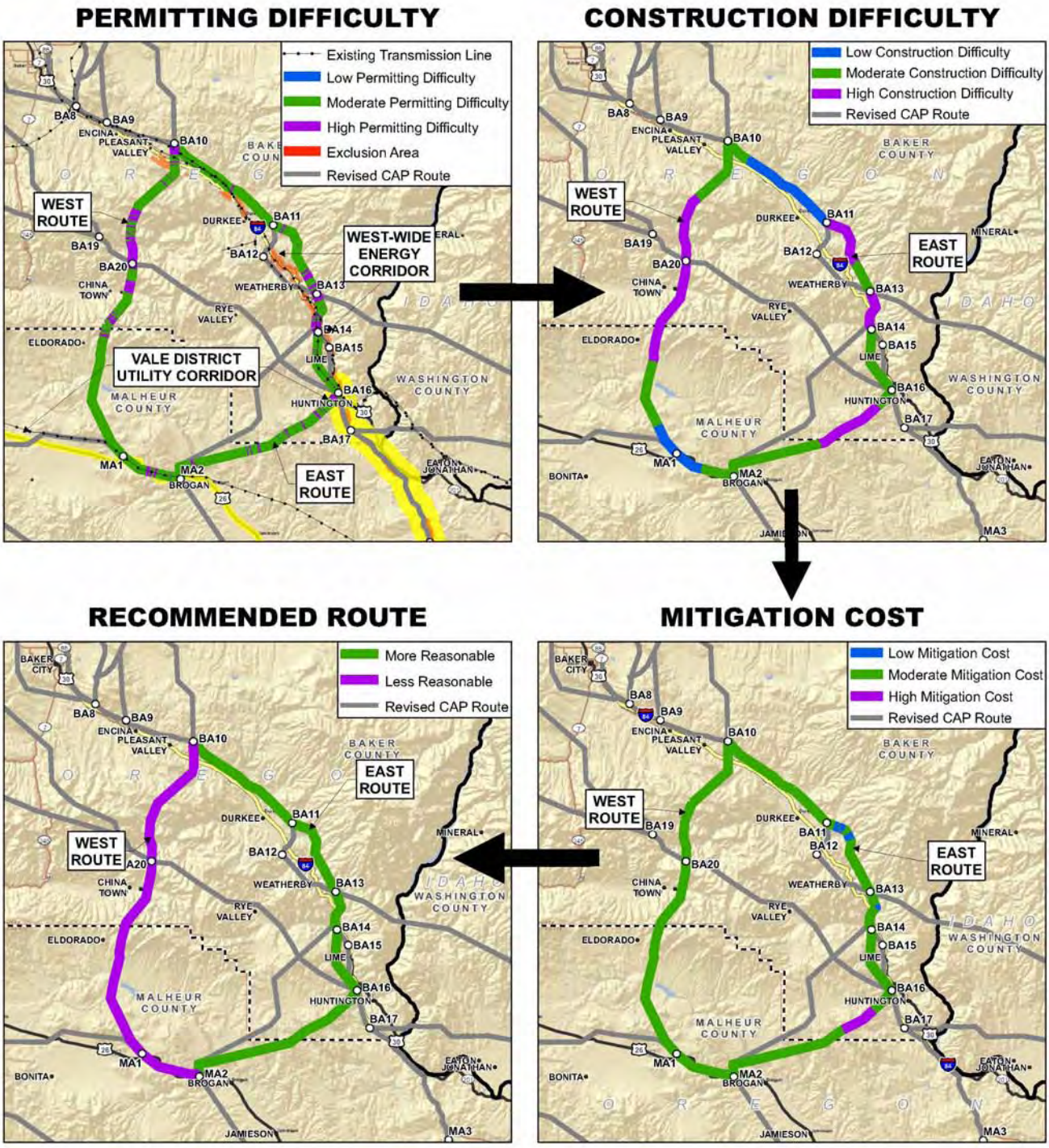


FIGURE 3.3.10-3
BURNT RIVER REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

3.3.11 West of Vale Region

Beginning in the southwestern corner of Baker County and spanning into northern Malheur County, the West of Vale Region as shown on Figure 3.3.11-1 covers nearly 70 miles. While much of the region is dry, barren land, forested lands can be found in the northern part of the region, which crosses the southeastern edge of the Wallowa-Whitman National Forest, and irrigated agriculture can be found at the southern end of the region, mainly along U.S. Highway 20 near the town of Harper. Elk winter range, sage-grouse habitat, and sage-grouse lekking grounds cover much of the region, most of which is BLM-managed lands. The town of Vale, Oregon, is located east of the southern part of the region, and U.S. Highway 26 runs along the northern part of the region.

CAP route C6 was revised, shifted east to avoid sage-grouse lek buffers, and designated the West Route, BA2-MA4-MA5 within the West of Vale Region. The East Route, BA2-MA1-MA2-MA5, is a revision of several CAP routes, including S19, S9, H7, H8, S19, and S21.

The West Route begins in Baker County at BA2, approximately 4 miles south of the community of Unity, Oregon, west of U.S. Highway 26 and northeast of Bullrun Mountain. Proceeding southeast, the route crosses through severe terrains within the Wallowa-Whitman National Forest before crossing into Malheur County and passing to the north and east of Ironside Mountain. West of Cottonwood Mountain, the route angles south passing east of the community of Westfall and, crossing U.S. Highway 20 approximately 7 miles southwest of Harper, the route angles east across Harper Basin to MA5 located at the southern end of the region.

Heading east from BA2, the East Route crosses U.S. Highway 26 before meeting and paralleling an existing 69-kV transmission line across the Baker/Malheur County line into Malheur County. Just north of Eldorado Pass, the route leaves the existing 69-kV line, proceeds east across North Willow Creek, and turns south to cross the existing 69-kV line and U.S. Highway 26 approximately 2 miles west of the community of Ironside. The East Route proceeds southeast across South Willow Creek and turns due east for approximately 5 miles before angling northeast across U.S. Highway 26, just east of Rye Flat. The East Route then meets with and parallels the existing 69-kV transmission line for the next 12 miles, passing along the northern edge of Cow Valley and crossing U.S. Highway 26 three times. Approximately 2.5 miles west of the town of Brogan, the East Route leaves the existing transmission corridor and angles south, staying west of irrigated agriculture lands and east of Cottonwood Mountain. The East Route continues south passing between Hope Butte and Sugarloaf Butte, crossing the Vale Oregon Canal and the Malheur Canyon before coming to U.S. Highway 20 just west of Vines Hill. The route proceeds across the highway and over Sand Hollow to reach MA5.

Figure 3.3.11-2 graphically displays the results of the permitting difficulty, construction difficulty, and mitigation cost analysis. While the mileage summary table, Table 3.3.11-1, indicates the overall permitting difficulty would be similar for both the East Route and the West Route, the construction difficulty analysis shows the East Route to have 30 fewer miles of high construction difficulty than the West Route. Table D-11 in Appendix D indicates the West Route is 5.6 miles shorter than the East Route, crosses 12.4 fewer miles of sage-grouse Core Area 1 habitat, and crosses 22 fewer miles of private land, but does cross 2.9 miles of the visually sensitive National Forest Partial Retention lands. The East Route, which crosses 5.6 more miles of EFU-zoned lands than the West Route, does not cross National Forest visually sensitive lands and is located in the Vale District Utility Corridor for 5.3 miles and generally parallels existing transmission lines for approximately 16 miles.

As a result, the East Route, BA2-MA1-MA-2-MA5 (CAP routes S19, S9, H7, H8, S19, and S21), was recommended as more reasonable than the West Route, BA2-MA4-MA5 (CAP route C6).

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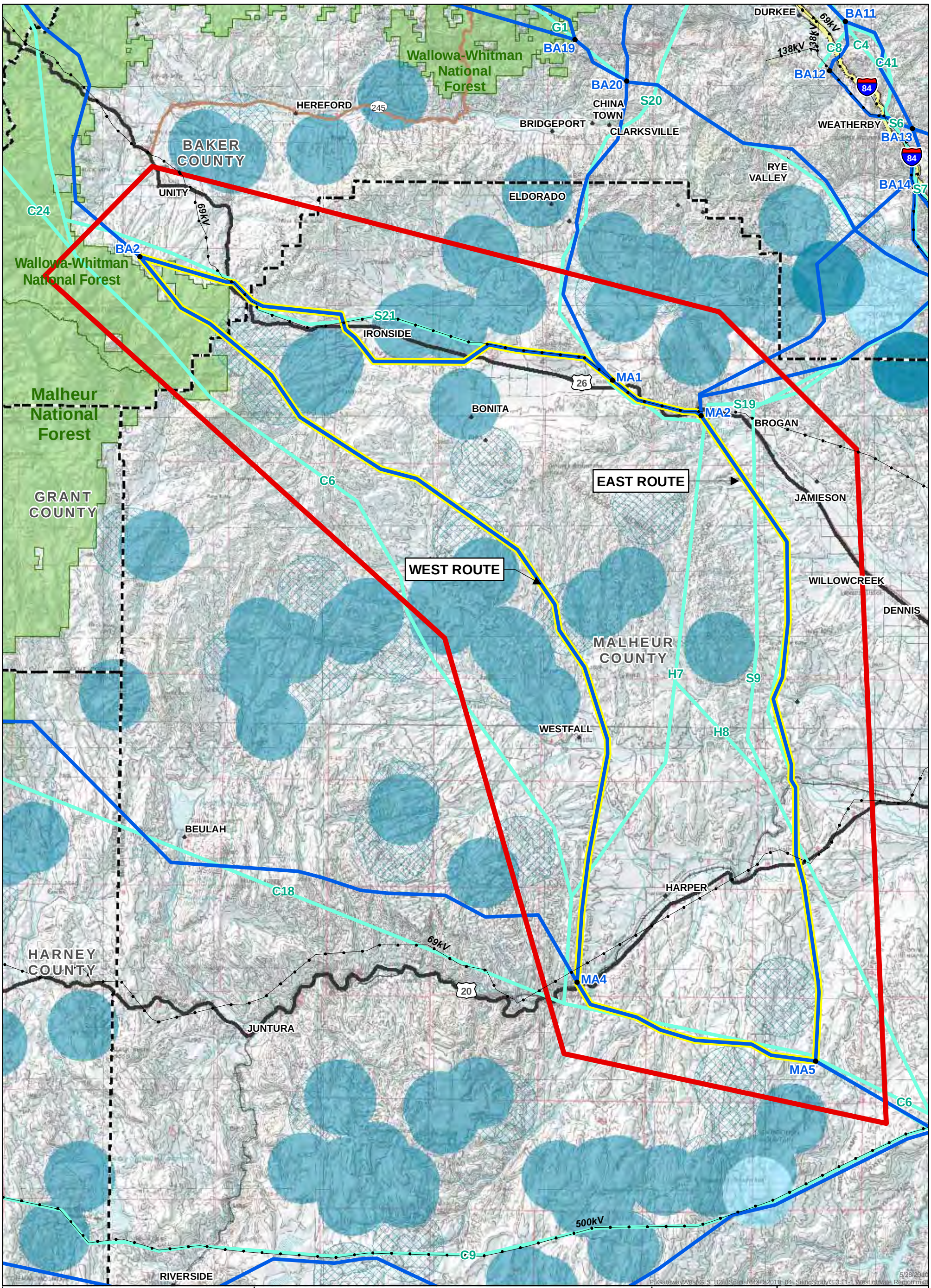

FIGURE 3.3.11-1
WEST OF VALE REGION

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

IDAHO POWER

- Analysis Region
- Revised CAP Route
- Initial CAP Route
- Existing Transmission Line
- County Boundary
- National Forest
- Sage-grouse Occupied Lek Buffer
- Sage-grouse Occupied Lek Buffer - Able to Permit
- Sage-grouse Unoccupied Lek Buffer

0 5
Miles

LOCATION MAP

WA MT ID OR CA NV

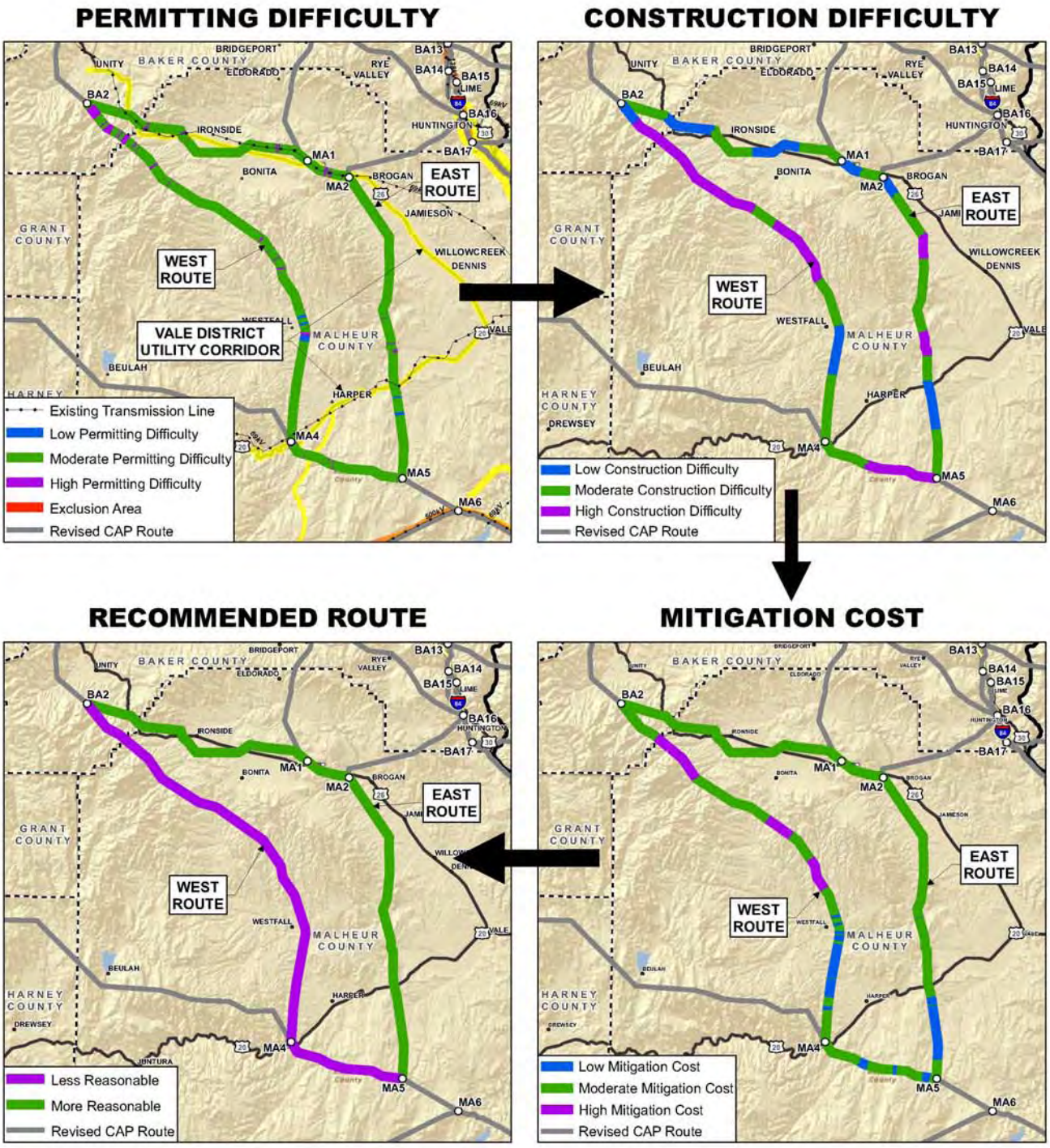

FIGURE 3.3.11-2
WEST OF VALE REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

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Table 3.3.11-1 West of Vale Region Summary of Permitting and Construction Difficulty and Mitigation Cost

	West Route (BA2-MA4-MA5)	**East Route** (BA2-MA1-MA2-MA5)
	Length in Miles	
Permitting Difficulty		
Low	1.6	0.8
Moderate	57.4	69.6
High	8.8	3.0
Exclusion	0.0	0.0
Construction Difficulty		
Low	9.0	22.8
Moderate	22.8	44.6
High	36.0	6.0
Mitigation Cost		
Low	11.8	8.0
Moderate	41.8	65.4
High	14.2	0.0

3.3.12 Weatherby Region

The Weatherby Region extends for about 8 miles between Durkee, Oregon, and Weatherby, Oregon, along I-84 in Baker County (Figure 3.3.12-1). The topography of the region is severe, with Gold Hill located in the central part of the region. The Burnt River runs through the valley along the west side of I-84 with the Union Pacific Railway.

CAP route C4, identified during the Central PAT routing session, is located on the east side of Gold Hill and I-84 within this region. The route was drawn with the intent to avoid the leafy spurge area to the west side of I-84, just north Durkee. CAP route C41 was a minor revision of C4, and was intended to maximize the distance of the line from existing residences in the area. These CAP routes were revised to avoid the intact segments of the Oregon National Historic Trail and was designated BA11-BA13, the East Route in the Weatherby Region.

The West Route within the Weatherby Region was developed from CAP routes C8 and S6. Beginning in the north, the route crosses the National Historic Oregon Trail north of Gold Hill, crosses to the west side of I-84 just north of the Ash Grove Cement plant, and then parallels the existing 138-kV transmission line south to Weatherby, where it crosses I-84 and the Oregon National Historic Trail once again before meeting the East Route at BA13.

Permitting difficulty, construction difficulty, and mitigation cost analyses were performed on the East and West Routes as shown on Figure 3.3.12-2. Table 3.3.12-1, while not indicating one route to be clearly superior, does indicate the East Route may have slightly less permitting and construction difficulties. Table D-12 in Appendix D shows the East Route is 1.4 miles shorter than the West Route and crosses 0.8 fewer miles of 1,200-foot Historic Trail Buffer Zone and 0.6 fewer mile of intact Oregon National Historic Trail segments.

For the reasons described above, it was recommended that the East Route, BA11-BA13 (CAP route C4 and C41), is more reasonable than the West Route (BA11-BA12-BA13).

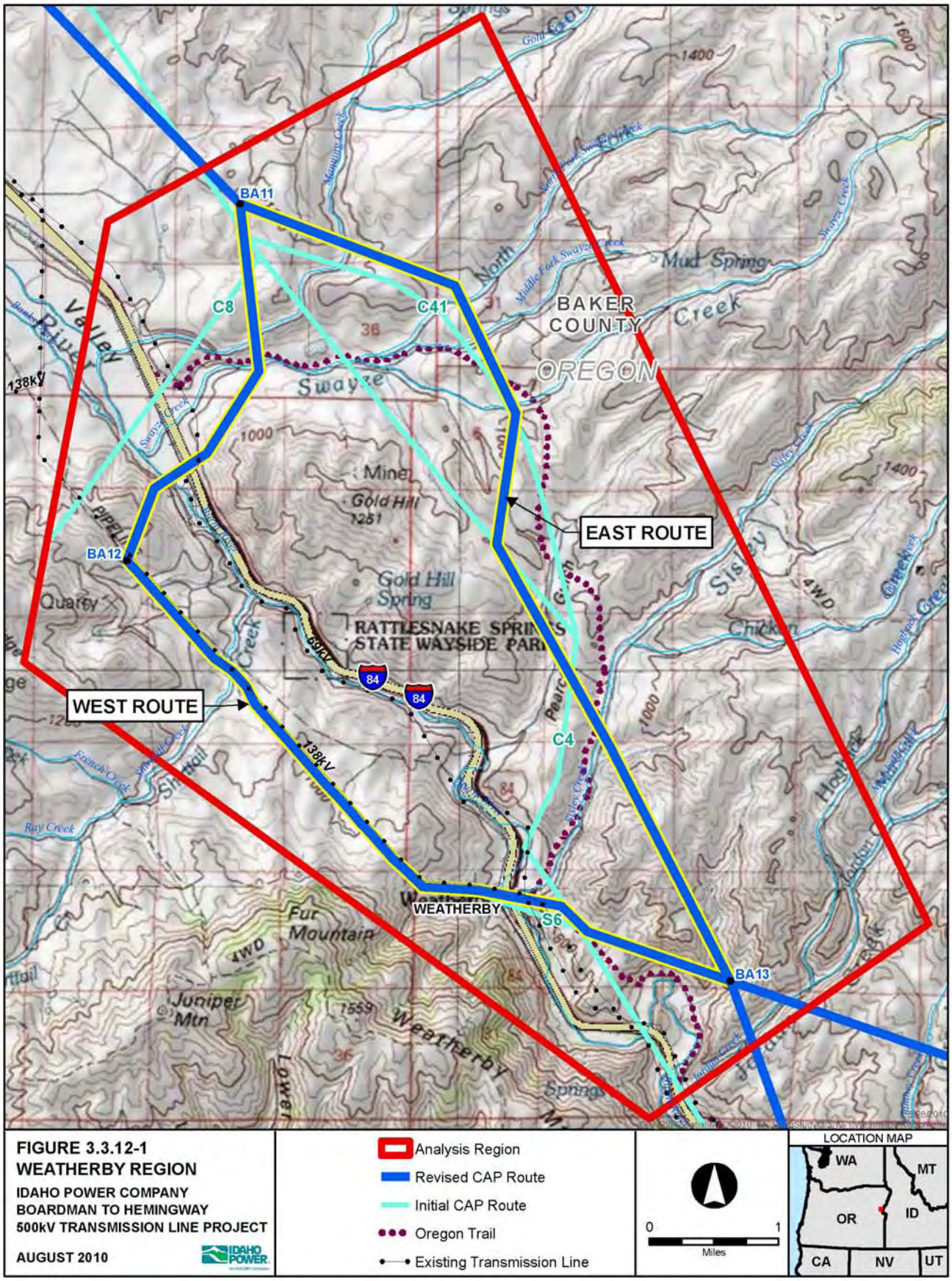


FIGURE 3.3.12-1
WEATHERBY REGION
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010

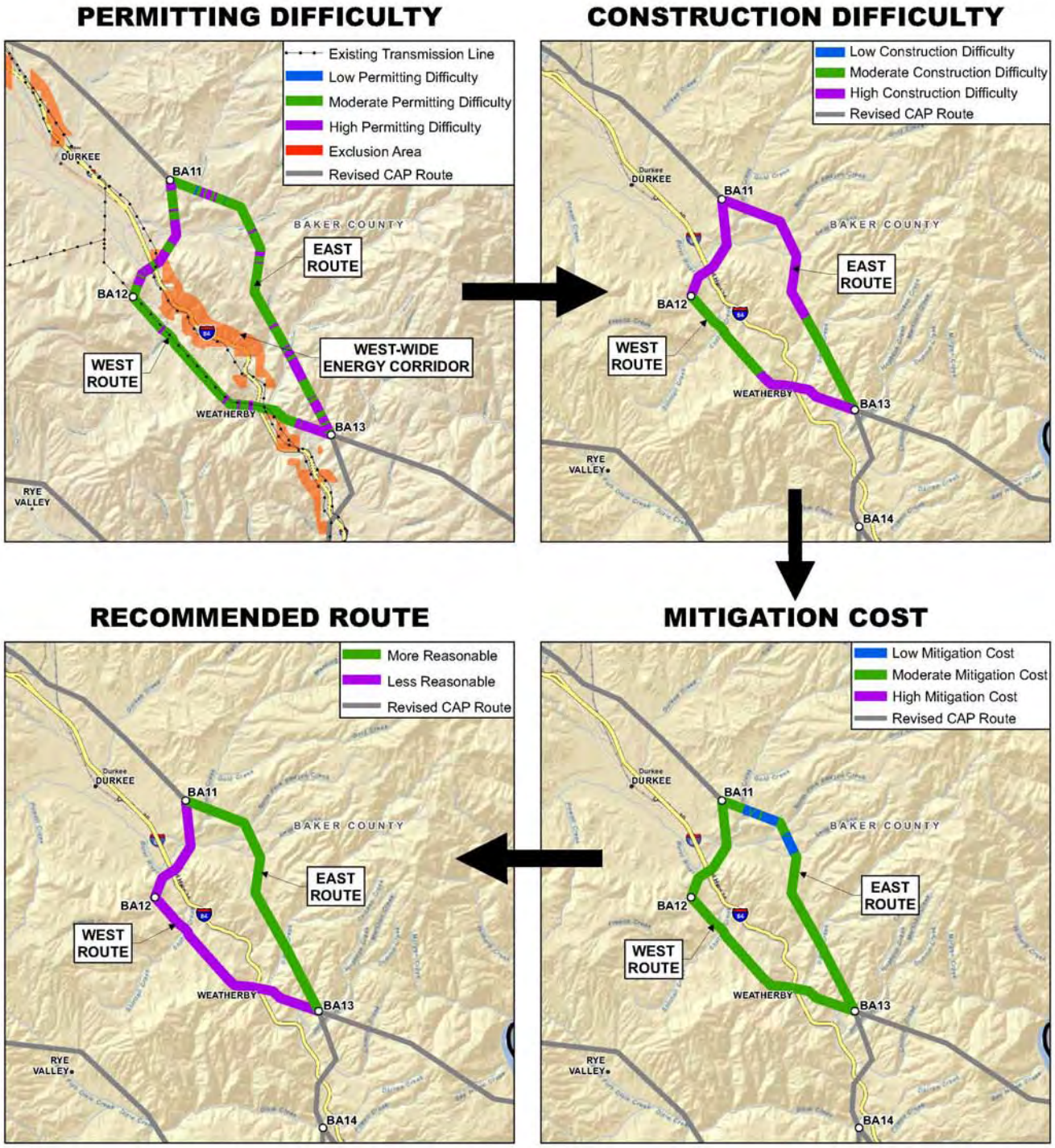


FIGURE 3.3.12-2
WEATHERBY REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

0 5
Miles

Table 3.3.12-1. Weatherby Region Summary of Permitting and Construction Difficulty and Mitigation Cost

	West Route (BA11-BA12-BA13)	**East Route** (BA11-BA13)
	Length in Miles	
Permitting Difficulty		
Low	0.0	0.1
Moderate	6.1	5.5
High	3.0	2.1
Exclusion	0.0	0.0
Construction Difficulty		
Low	0.0	0.0
Moderate	3.0	3.0
High	6.1	4.7
Mitigation Cost		
Low	0.0	1.6
Moderate	9.1	6.1
High	0.0	0.0

3.3.13 Lime Region

The routing analysis within the Lime Region included two routes located on the west side of I-84, just south of the Weatherby Region, as shown on Figure 3.3.13-1. Similar to the Weatherby Region, much of this region comprises severe topography and is located on the east side of Table Rock. This is the smallest region, covering just over 5 miles in the vicinity of Lime, Oregon.

The two CAP routes developed in this area were C4 and S7 and both had the intended purpose of following existing corridors. CAP route C4 was minimally revised to parallel the west side of an existing 138-kV transmission line through the region and later was designated the West Route, BA14-BA16. CAP route S7 was intended to immediately parallel I-84 but due to the steep topography adjacent to I-84, portions of the route in this vicinity were relocated to avoid more difficult engineering and construction conditions. This route was designated the East Route, BA14-BA15-BA16.

Figure 3.3.13-2 shows the results of the permitting difficulty, construction difficulty and mitigation cost analyses along each route in the Lime Region. Table 3.3.13-1 is the summary table detailing the totals of each difficulty analysis. As this table details, the West Route has significantly fewer miles of high permitting difficulty and high construction difficulty. Additionally, Table D-13 in Appendix D shows the West Route avoids both the 1,200-foot Historic Trail Buffer Zone and the 1,200-foot Scenic Byway Buffer Zone that are crossed by the East Route and crosses 1.8 fewer miles of slopes greater than 35 percent as compared to the East Route.

Table 3.3.13-1 Lime Region Summary of Permitting and Construction Difficulty and Mitigation Cost

	West Route (BA14-BA16)	**East Route** (BA14-BA15-BA16)
	Length in Miles	
Permitting Difficulty		
Low	0.0	0.0
Moderate	5.2	2.9
High	0.7	3.1
Exclusion	0.0	0.0
Construction Difficulty		
Low	0.0	1.7
Moderate	5.9	0.0
High	0.0	4.3
Mitigation Cost		
Low	0.0	0.0
Moderate	5.9	6.0
High	0.0	0.0

The result of the Lime Regional analysis was that the West Route, BA14-BA16 (CAP route C4), was recommended as more reasonable than the East Route, BA14-BA15-BA16 (CAP route S7).

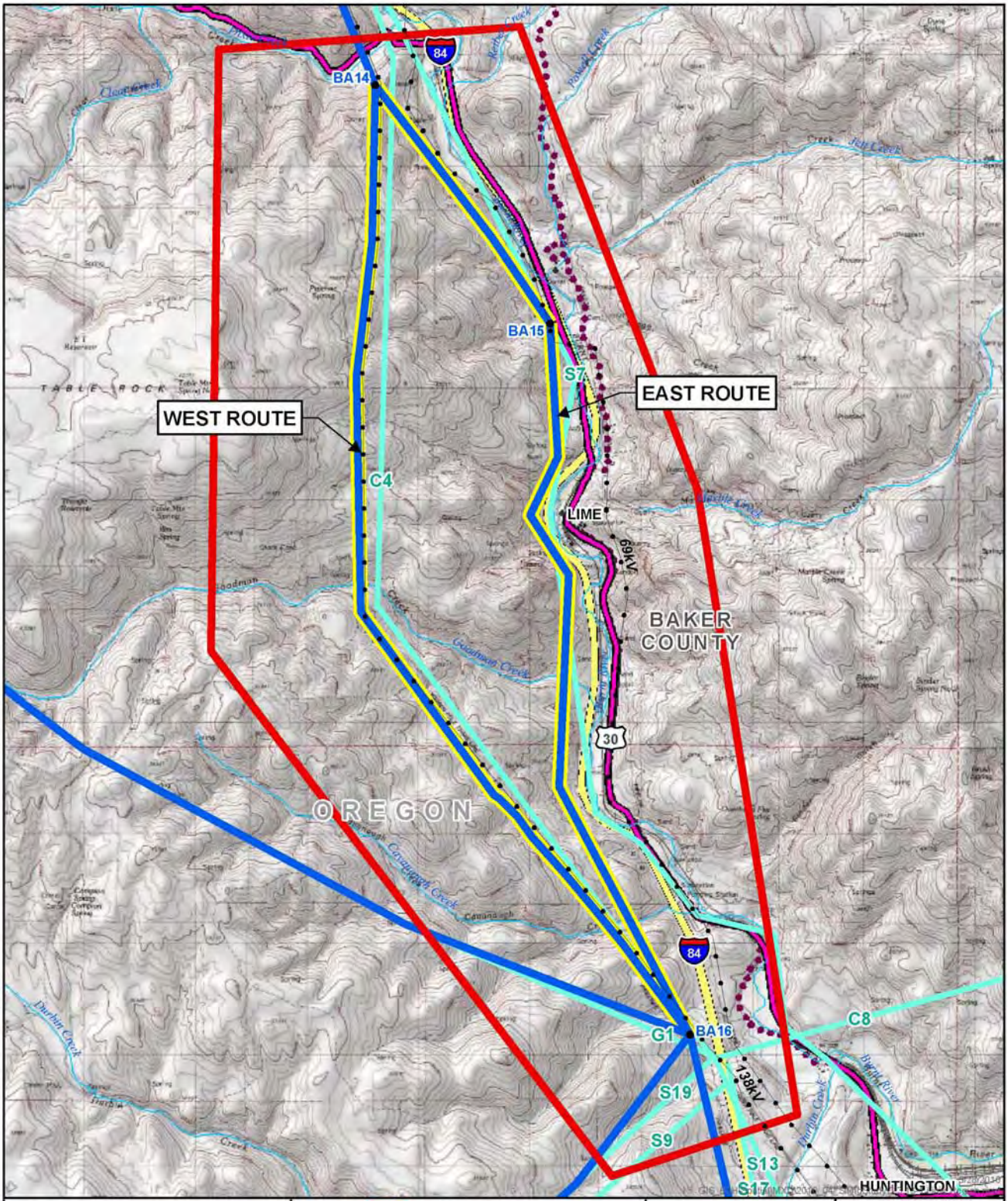


FIGURE 3.3.13-1
LIME REGION
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010

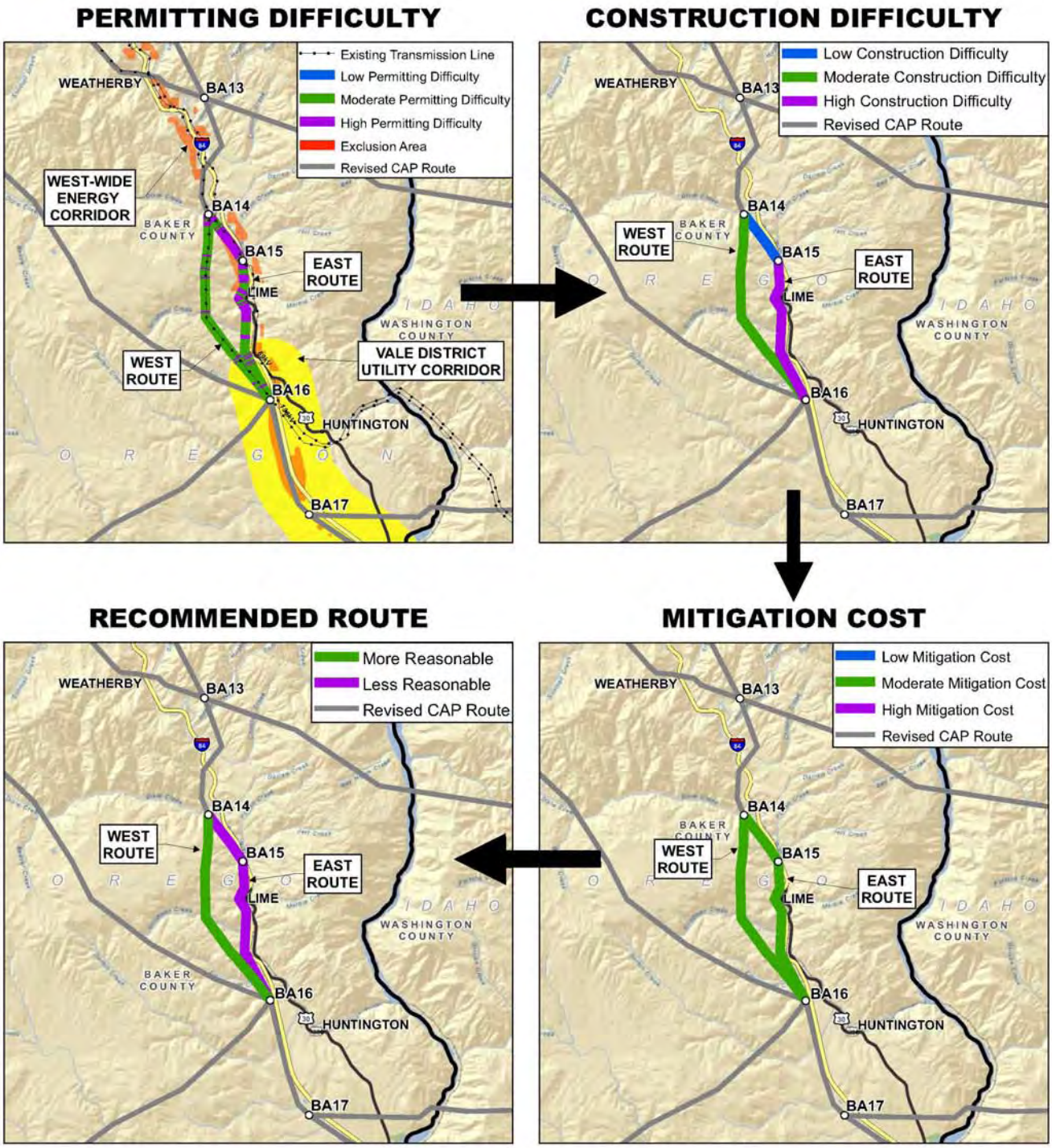


FIGURE 3.3.13-2
LIME REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

0 5
Miles

3.3.14 Snake River Valley Region

The Snake River Valley region extends south from point BA13 located just southeast of Weatherby in Baker County for about 90 miles to the Hemingway Substation in Owyhee County. This region includes portions of Baker and Malheur Counties in Oregon and portions of Washington, Payette, Canyon, and Owyhee Counties in Idaho. Large areas of irrigated farmland occur on both sides of the Snake River and these lands are bounded by high desert, hills, and mountains. I-84 is the main highway in this region with much associated development. In the Snake River Region, six routes were considered between point BA13, located about 1.8 miles southeast of Weatherby in Baker County, Oregon, and Hemingway Substation (Point OW2) in Owyhee County, Idaho. Initially, Routes A and B were dropped from further consideration.

Route A (BA13-BA14-BA16-BA17-MA3-MA7-OW1-OW2) is shown on Figure 3.3.14-1. This route, developed from CAP routes S30 and S17, generally follows I-84 for about 19 miles southeast and then turns south passing west of Ontario and proceeding for approximately 47 miles across the Snake River Valley where it would cross over the Mid-Point-Summer Lake 500-kV line and generally follow its southwest side back to the Hemingway Substation. This alternative route crosses 37 miles of land zoned EFU in Oregon that, with the removal of the proposed Sand Hollow Substation, can be avoided. As a result, this alternative would not meet the EFU requirements of ORS 215.275, could not be permitted, and was not recommended for further consideration.

Route B (BA13-BA14-BA16-BA17-MA3-PA2-OW2) follows I-84 south through the city of Ontario to point PA2 where it turns due south to cross the Snake River Valley. A preliminary engineering evaluation was completed for the segment of this route through Ontario. As a result of this evaluation it was determined to be not feasible for a variety of engineering and environmental factors such as four additional crossings of I-84, crossing the Ontario State Recreation Site, and two additional crossings of the Snake River requiring more substantial structures and foundations in very tight and challenging working conditions. This type of construction in city conditions has many constraints and is problematic in safety, cost, permitting, and inconveniences to local citizens. Based on this review, Route B was not recommended for further consideration.

After Routes A and B were removed from further consideration, Route C was compared to Route D and Route E was compared to Route F.

Route C (BA13-BA14-BA16-BA17-WA1-PA1-OW1-OW2) follows I-84 south to a location about 2 miles south of Huntington, Oregon, and then angles due east from point BA17 to cross the Snake River and the state line into Idaho. From point WA1, Route C continues south and east in steeper terrain north and east of Weiser, U.S. Highway 95, Payette, and the agricultural land along the east side of the Snake River. At point PA1, Route C turns south to cross the Payette River and then Highway 30 and I-84 west of New Plymouth. It then proceeds south, east of Parma and generally parallel to U.S. Highway 95 to a second crossing of the Snake River east of Homedale. It then crosses to the south side of the Mid-Point-Summer Lake 500-kV line and follows it south to the Hemingway Substation.

Route D (BA13-WA1-PA1-OW1-OW2) proceeds from point BA13 east and south across Morgan Mountain and the Snake River (State line) into Idaho. It continues east and south along the north side of Rock Creek and then turns south between Jenkins Creek and Sheep Creek until it joins Route C at point WA1. From point WA1 to the Hemingway Substation, both Route C and Route D share a common alignment as described above.

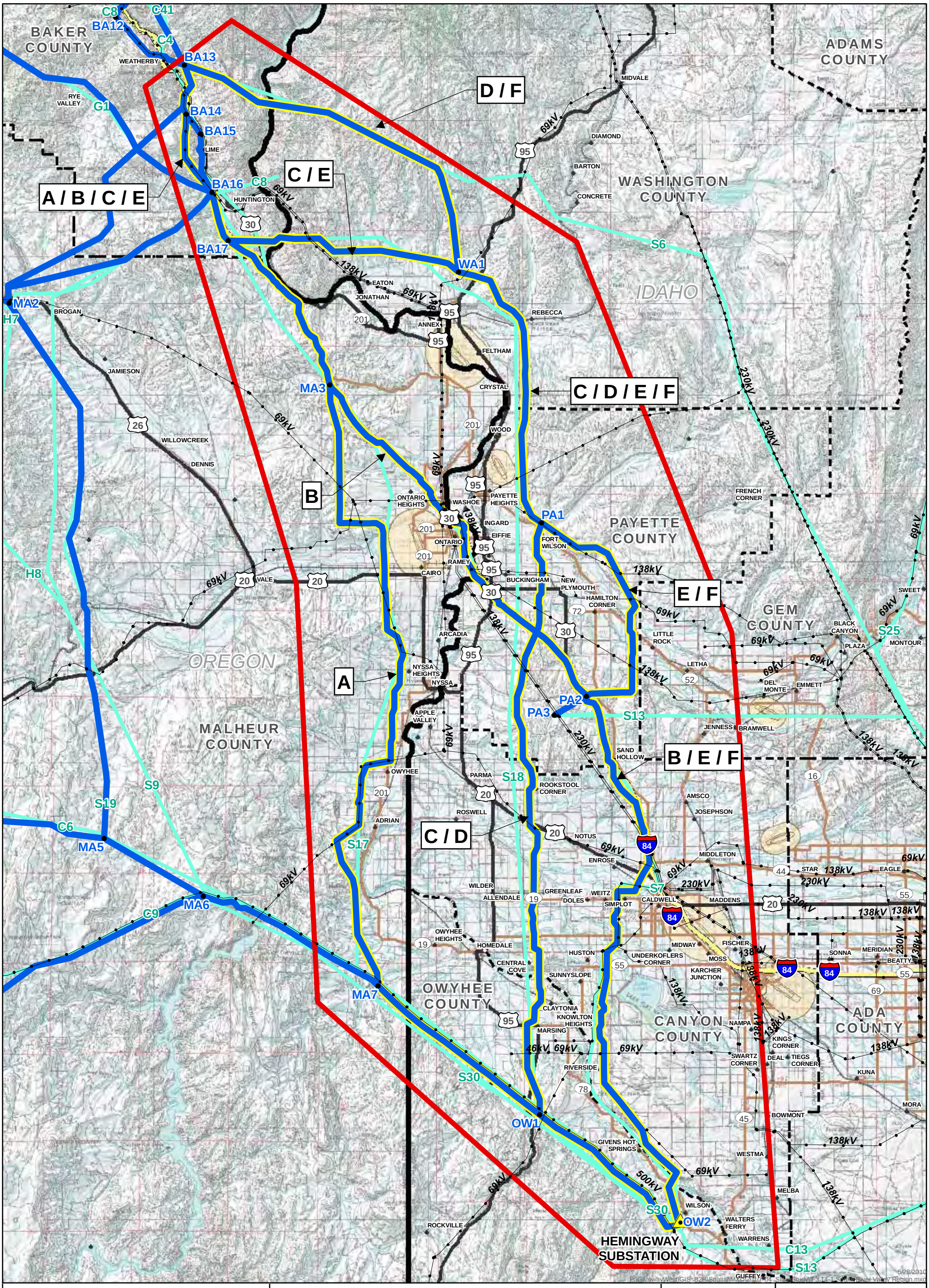


FIGURE 3.3.14-1
SNAKE RIVER VALLEY REGION
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

IDAHO POWER

- Substation
- Analysis Region
- Revised CAP Route
- Initial CAP Route
- State Boundary
- County Boundary
- Airport - Controlled Airspace
- Existing Transmission Line

0 5
Miles

LOCATION MAP

WA MT ID OR CA NV

Figure 3.3.14-2 shows the results of the permitting difficulty, construction difficulty, and mitigation cost analyses along each route. Table 3.3.14-1 summarizes the totals of each difficulty analysis for each route while Table D-14 in Appendix D details the miles of each constraint crossed. Compared to Route C, Route D is 3.4 miles shorter and crosses less historic trail buffer, less deer and elk winter range, less big game critical winter habitat, less EFU, and less high erosion risk hazard soils. Route C crosses less sage-grouse key habitat (ID), less landslide hazard area, and fewer slopes over 25 percent, and also parallels more existing transmission lines and uses more miles of utility corridors. Overall, Routes C and D cross a similar number of miles of moderate and high permitting difficulty; however, Route D crosses 11.3 more miles of high difficulty construction.

Route E (BA13-BA14-BA16-BA17-WA1-PA1-PA2-OW2) follows I-84 south to a location about 2 miles south of Huntington, Oregon (BA17) and then angles due east to cross the Snake River and the state line into Idaho. From point WA1, Route E continues south and east in the steeper terrain north and east of Weiser, U.S. Highway 95, Payette, and the agricultural land along the east side of the Snake River. Continuing through point PA1 to PA2, this route remains on the north and east sides of the Payette River to a location just west of the Gem County line where it turns generally south and then west to cross the river and then I-84. This route then generally parallels I-84 almost to Caldwell where it angles west around the city and Lake Lowell. It continues southeast for about 12 miles along the east side of the Snake River where it crosses this river southeast of Rippee Island and then proceeds to the Hemingway Substation.

Route F (BA13-WA1-PA1-PA2-OW2) follows portions of the paths of Routes D and E. From point BA13 to WA1, the route follows the path of Route D, proceeding east and south across Morgan Mountain and the Snake River (state line) into Idaho. It continues east and south along the north side of Rock Creek and then turns south between Jenkins Creek and Sheep Creek until it joins Route E at point WA1. From WA1 to Hemingway Substation, Route F shares the same route as Route E as described above.

As shown in Appendix D, Table D-14, Route F in comparison to Route E is 3.5 miles shorter and crosses less historic trail buffer, less deer and elk winter range, less big game critical winter habitat, less Sage grouse Core Area, less EFU, and less high erosion risk hazard soils. Route E crosses less sage-grouse key habitat (ID), less landslide hazard area, and fewer slopes over 25 percent and it parallels more existing transmission lines and uses more miles of utility corridors. Overall, Route F and Route E seem similar in difficulty to permit; however, Route F appears more difficult to construct.

After completing the review of the alternative routes in the Snake River Valley Region as well as the alternative routes in the surrounding regions, it was decided that none of the six routes traversing this region should be recommended for further consideration. As shown on Figure 3.3.14-3, all of these routes would affect many farms and traverse 23.8 to 36.8 miles of irrigated farmlands. In Oregon all these routes cross some amount of EFU-zoned land. In Idaho the routes would pass in proximity to hundreds of residences and farms as well as urban and city impact areas. These are significant impacts and permitting issues that can be avoided by following routes to the west of Vale.

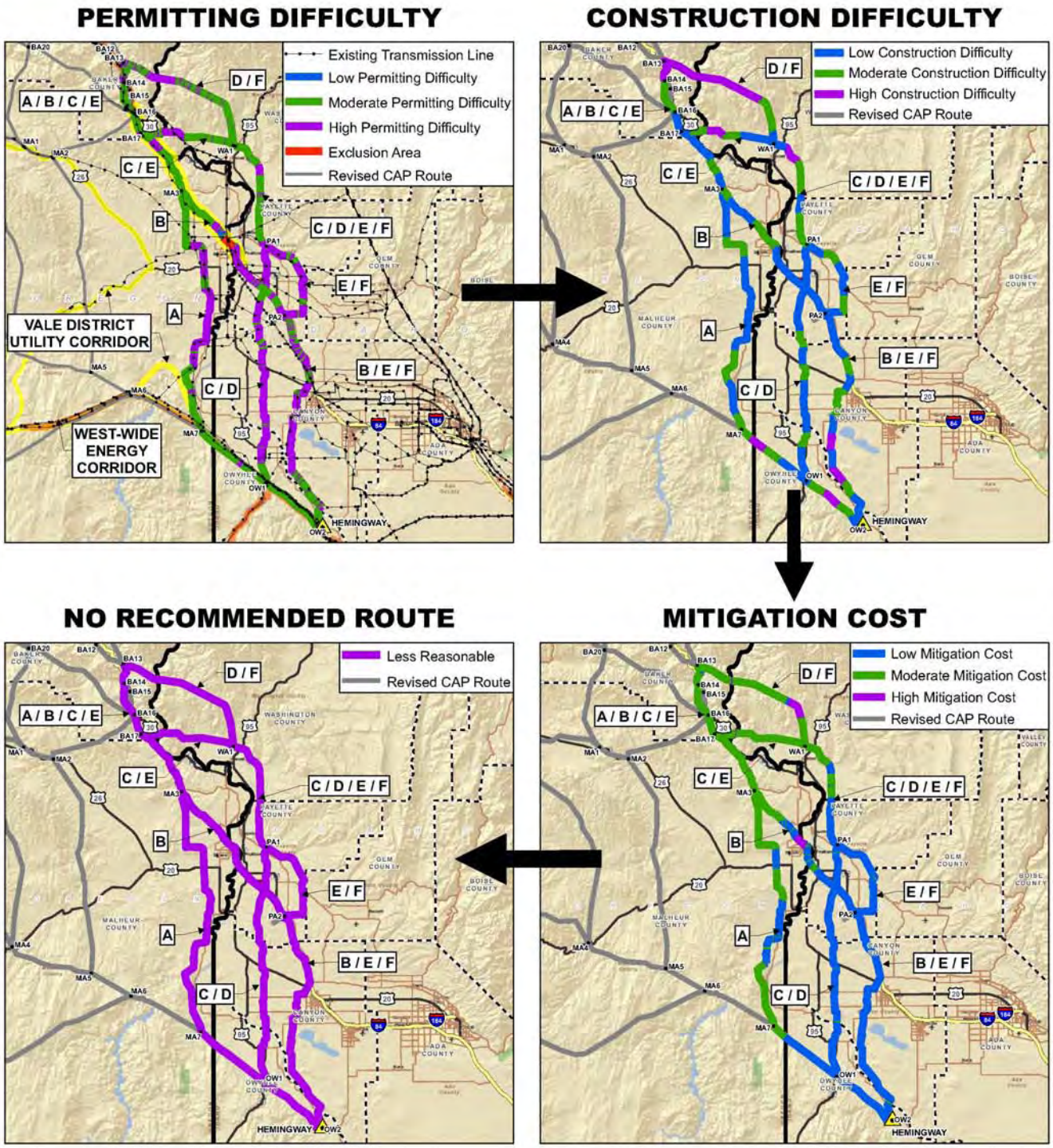


FIGURE 3.3.14-2
SNAKE RIVER VALLEY REGIONAL ANALYSIS

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

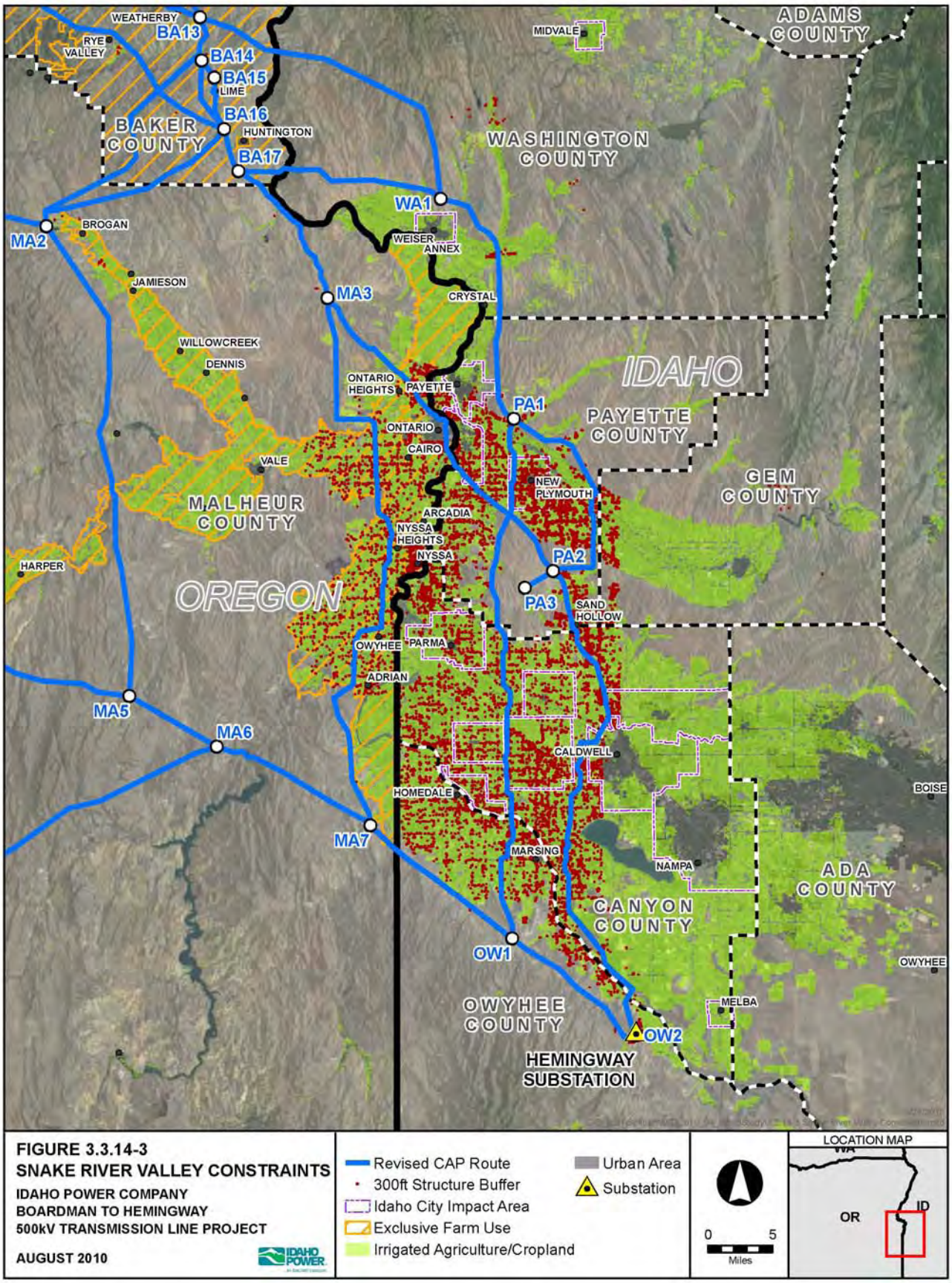


FIGURE 3.3.14-3
SNAKE RIVER VALLEY CONSTRAINTS
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010

Table 3.3.14-1. Snake River Valley Mileage Summary

	A (BA13-BA14-BA16-BA17-MA3-MA7-OW1-OW2)	B (BA13-BA14-BA16-BA17-MA3-PA2-OW2)	C (BA13-BA14-BA16-BA17-WA1-PA1-OW1-OW2)	D (BA13-WA1-PA1-OW1-OW2)	E (BA13-BA14-BA16-BA17-WA1-PA1-PA2-OW2)	F (BA13-WA1-PA1-PA2-OW2)
	Length in Miles					
Permitting Difficulty						
Low	0	0.6	0.1	0.1	0.3	0.3
Moderate	67.9	45.5	55	48.6	51.7	45.3
High	31.6	48	49.3	52.2	57.5	60.5
Exclusion	0	2.2	0	0	0	0
Construction Difficulty						
Low	54.9	57.9	52.5	43.6	52	43
Moderate	35	28.8	39	33	42	36
High	9.6	9.6	12.9	24.2	15.6	27
Mitigation Cost						
Low	40.6	60.3	65.7	66	71	71.2
Moderate	59	33.8	38.5	31.1	38.5	31.1
High	0	2.2	0.1	3.8	0.1	3.8

3.4 Alternative Routes

Selection of alternative routes extending from the proposed Grassland Substation to the existing Hemingway Substation was accomplished in three steps:

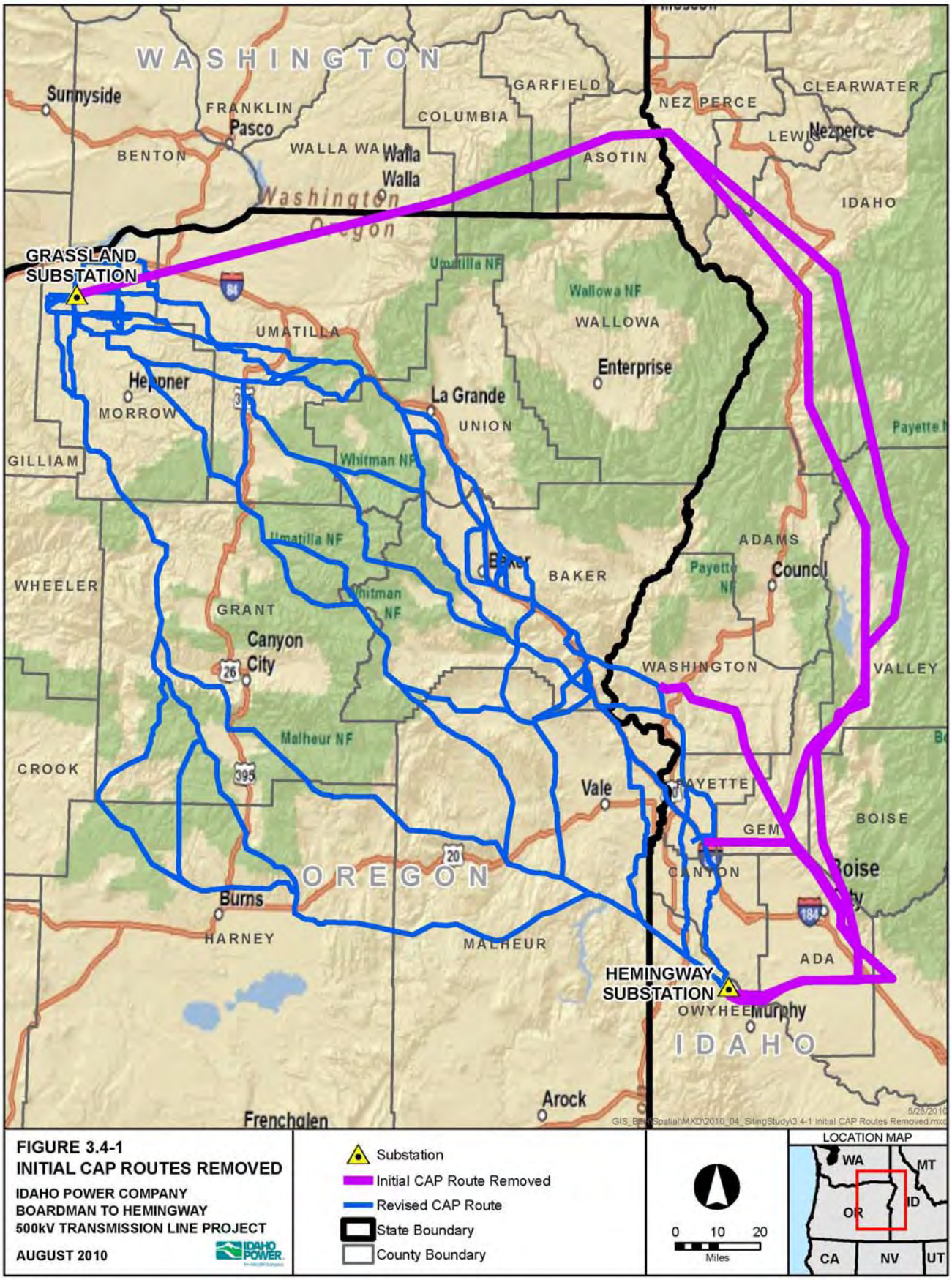
- Eliminated alternative routes that do not meet project purpose and need.
- Eliminated routes blocked by many significant constraints in central portion of study area.
- Selected a more reasonable route in each region.

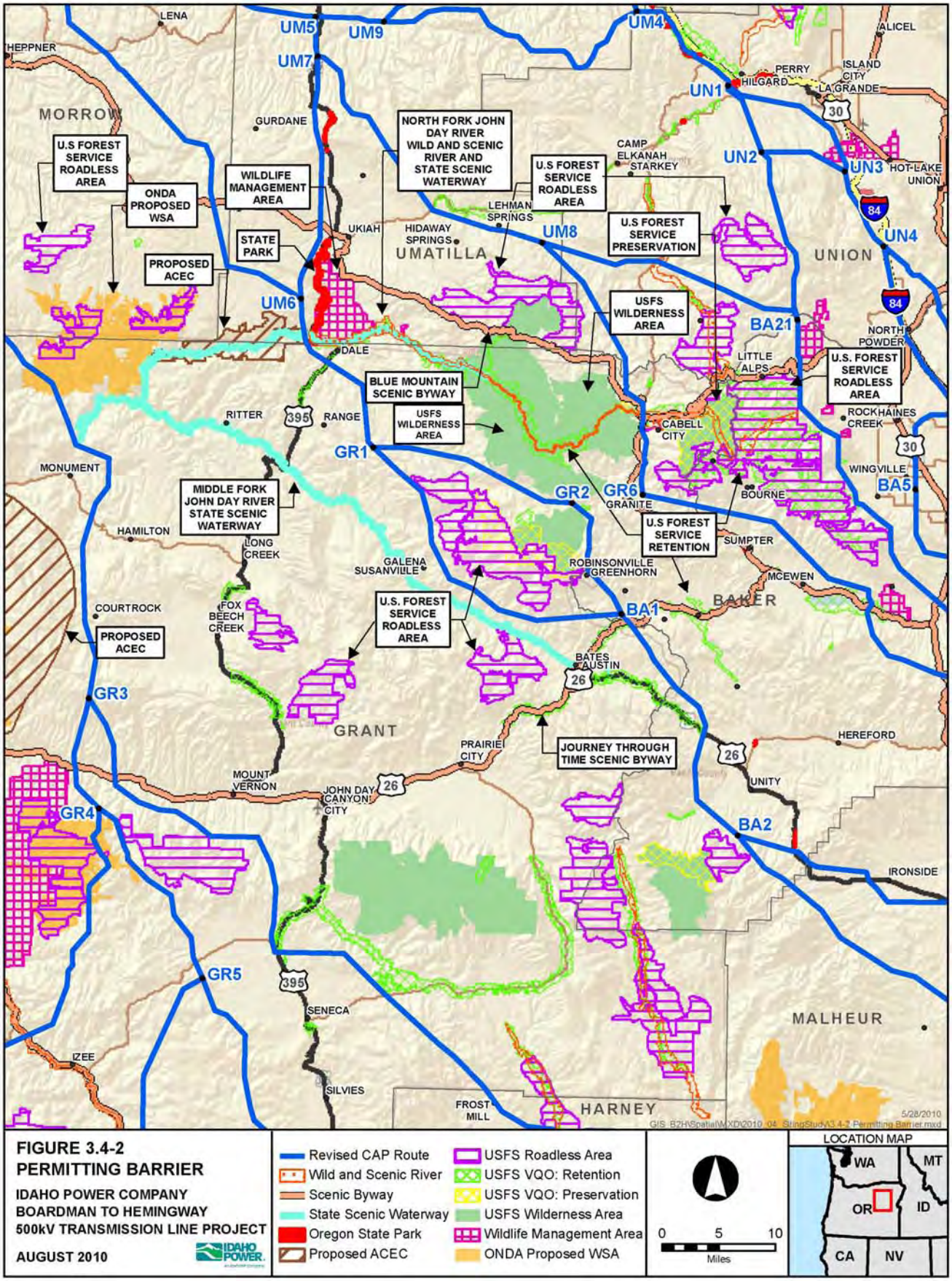
Initially, routes that do not meet the purpose and need of the Project as shown on Figure 3.4-1 were dropped from further consideration. For example, Alternative Routes S25 and C13 proceed east and then north in western Idaho eventually crossing into southeast Washington state and then into Oregon, terminating at the proposed Grassland Substation site. These routes are over 70 miles longer than the next longest proposed CAP route, add a third state for permitting, and would result in significantly more environmental impact and cost; they were therefore dropped from further consideration.

Next, as part of the regional analysis it was determined that siting a transmission line through the central portion of the study area as shown on Figure 3.4-2 was not viable. Forming an approximately 60-mile constraint barrier from about 3 miles north of the community of Monument in Grant County east to the western edge of the Baker Valley were the following restricted areas as identified in management plans and regulations: a State Scenic Waterway/Wild and Scenic River (North Fork of the John Day River), a State Wildlife Management Area (Bridge Creek), Scenic Byways (Blue Mountain and Elkhorn Scenic Byways), extensive USFS Roadless and Wilderness Areas, USFS Preservation and Retention Lands, and a proposed ACEC as shown on Figure 3.4-2. This constraint barrier effectively removed routes in the Blue Mountain Region from further consideration. In addition, routes through this central area would cross many miles of three National Forest lands as shown on Figure 3-4.3.

Figure 3.4-4 shows the routes in the central area dropped from further consideration. Figure 3.4-5 shows all of the routes considered in the regional analyses and identifies the routes removed from further consideration (as a direct result of the regional analyses described earlier in this section). Using the more reasonable routes resulting from the regional analyses, three complete route alternatives evolved: the Western, Central, and Eastern Routes (see Figure 3.4-6). Table 3.4-1 highlights some of the more significant differences between the three alternative routes, whereas Table D-15 in Appendix D details the constraints crossed by each route.

Figures 3.4-7, 3.4-8, and 3.4-9 present the permitting difficulty, construction difficulty, and mitigation cost analyses for the Western, Central, and Eastern Routes. Table 3.4-2 displays the mileage summaries by difficulty category for each analysis performed.


WASHINGTON
Sunnyside
FRANKLIN
Pasco
BENTON
WALLA WALLA
Walla Walla
COLUMBIA
GARFIELD
NEZ PERCE
CLEARWATER
Nezperce
LEWIS
ASOTIN
IDAHO
Washington
Oregon
GRASSLAND SUBSTATION
Umatilla NF
Wallowa NF
WALLOWA
UMATILLA
Enterprise
Heppner
MORROW
La Grande
UNION
GILLIAM
Whitman NF
Umatilla NF
ADAMS
Baker
BAKER
Payette NF
Council
WHEELER
Whitman NF
GRANT
Canyon City
WASHINGTON
VALLEY
Malheur NF
CROOK
Vale
PAYETTE
GEM
BOISE
OREGON
CANYON
Boise
Burns
HARNEY
MALHEUR
ADA
HEMINGWAY SUBSTATION
OWYHEE
Murphy
IDAHO
Arock
Frenchglen
5/25/2010
GIS_EBN\Spatial\MXD\2010_04_StingStudy\3.4-1 Initial CAP Routes Removed.mxd
FIGURE 3.4-1
INITIAL CAP ROUTES REMOVED
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010
IDAHO POWER
Substation
Initial CAP Route Removed
Revised CAP Route
State Boundary
County Boundary
0 10 20
Miles
LOCATION MAP
WA
MT
OR
ID
CA
NV
UT


LENA
HEPPNER
UM5
UM9
UM7
UM4
ALICEL
PERRY
ISLAND CITY
HILGARD
LA GRANDE
UN1
30
MORROW
GURDANE
NORTH FORK JOHN DAY RIVER WILD AND SCENIC RIVER AND STATE SCENIC WATERWAY
U.S FOREST SERVICE ROADLESS AREA
CAMP ELKANAH STARKEY
UN2
UN3
HOT-LAKE UNION
ONDA PROPOSED WSA
WILDLIFE MANAGEMENT AREA
U.S FOREST SERVICE ROADLESS AREA
84
LEHMAN SPRINGS
UKIAH
HIDAWAY SPRINGS
UM8
U.S FOREST SERVICE PRESERVATION
UN4
STATE PARK
UMATILLA
UNION
PROPOSED ACEC
USFS WILDERNESS AREA
UM6
BA21
NORTH POWDER
DALE
LITTLE ALPS
U.S. FOREST SERVICE ROADLESS AREA
BLUE MOUNTAIN SCENIC BYWAY
RITTER
395
RANGE
USFS WILDERNESS AREA
CABELL CITY
ROCKHAINES CREEK
GR1
30
MONUMENT
WINGVILLE
BA5
MIDDLE FORK JOHN DAY RIVER STATE SCENIC WATERWAY
GR2
GR6
GRANITE
BOURNE
HAMILTON
U.S FOREST SERVICE RETENTION
SUMPTER
LONG CREEK
GALENA
SUSANVILLE
ROBINSONVILLE
GREENHORN
MCEWEN
COURTROCK
FOX
BEECH CREEK
U.S. FOREST SERVICE ROADLESS AREA
BA1
BAKER
PROPOSED ACEC
BATES
AUSTIN
26
GR3
GRANT
PRAIRIE CITY
JOURNEY THROUGH TIME SCENIC BYWAY
HEREFORD
26
MOUNT VERNON
JOHN DAY
CANYON CITY
26
UNITY
GR4
BA2
IRONSIDE
GR5
395
SENECA
MALHEUR
IZEE
SILVIES
FROST MILL
HARNEY
5/28/2010
GIS_BZH\Spatial\MXD\2010_04_SitingStudy\A3.4-2 Permitting Barrier.mxd
FIGURE 3.4-2
PERMITTING BARRIER
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010
IDAHO POWER
Revised CAP Route
Wild and Scenic River
Scenic Byway
State Scenic Waterway
Oregon State Park
Proposed ACEC
USFS Roadless Area
USFS VQO: Retention
USFS VQO: Preservation
USFS Wilderness Area
Wildlife Management Area
ONDA Proposed WSA
0 5 10
Miles
LOCATION MAP
WA
MT
OR
ID
CA
NV

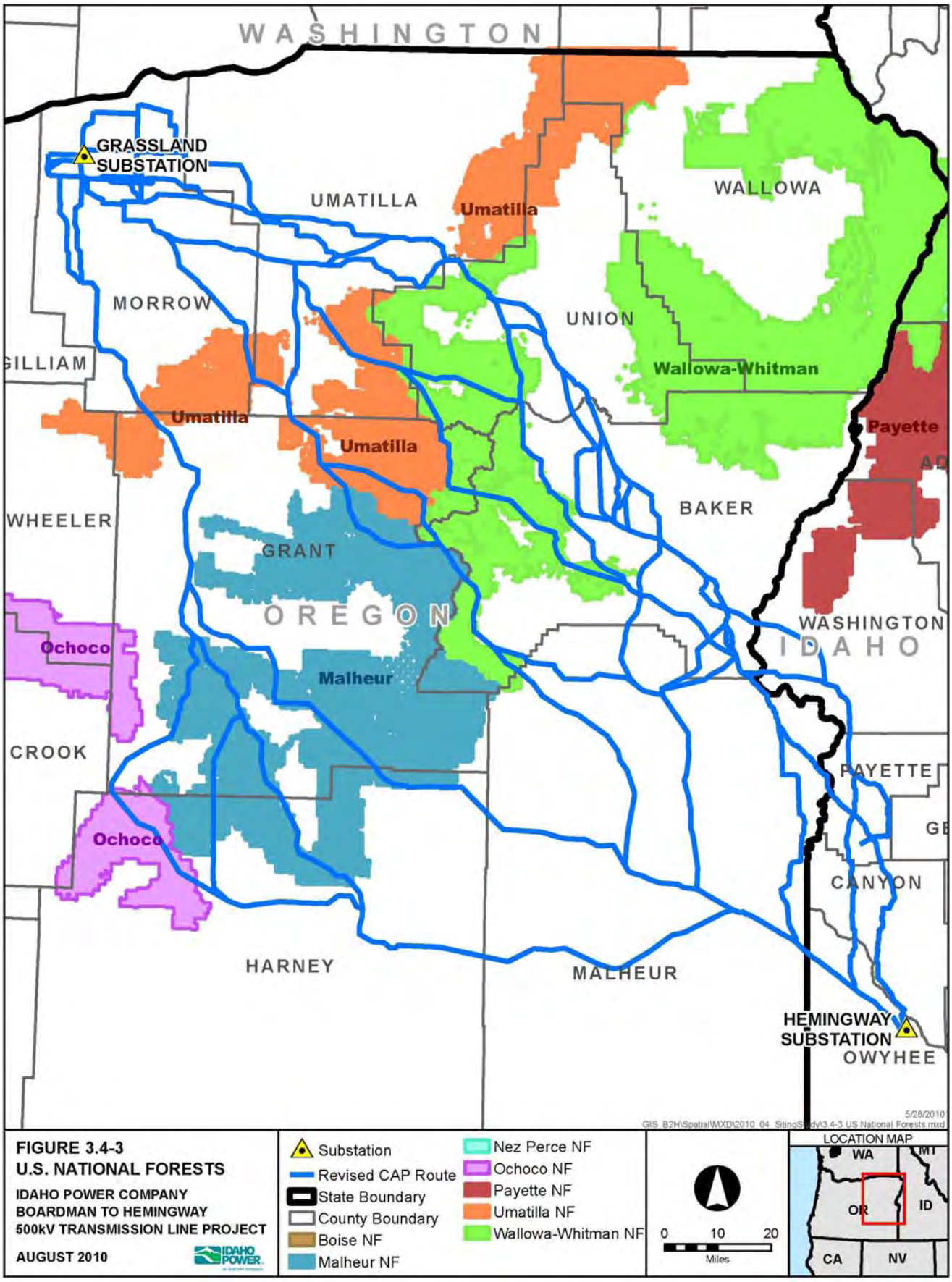


FIGURE 3.4-3
U.S. NATIONAL FORESTS
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010

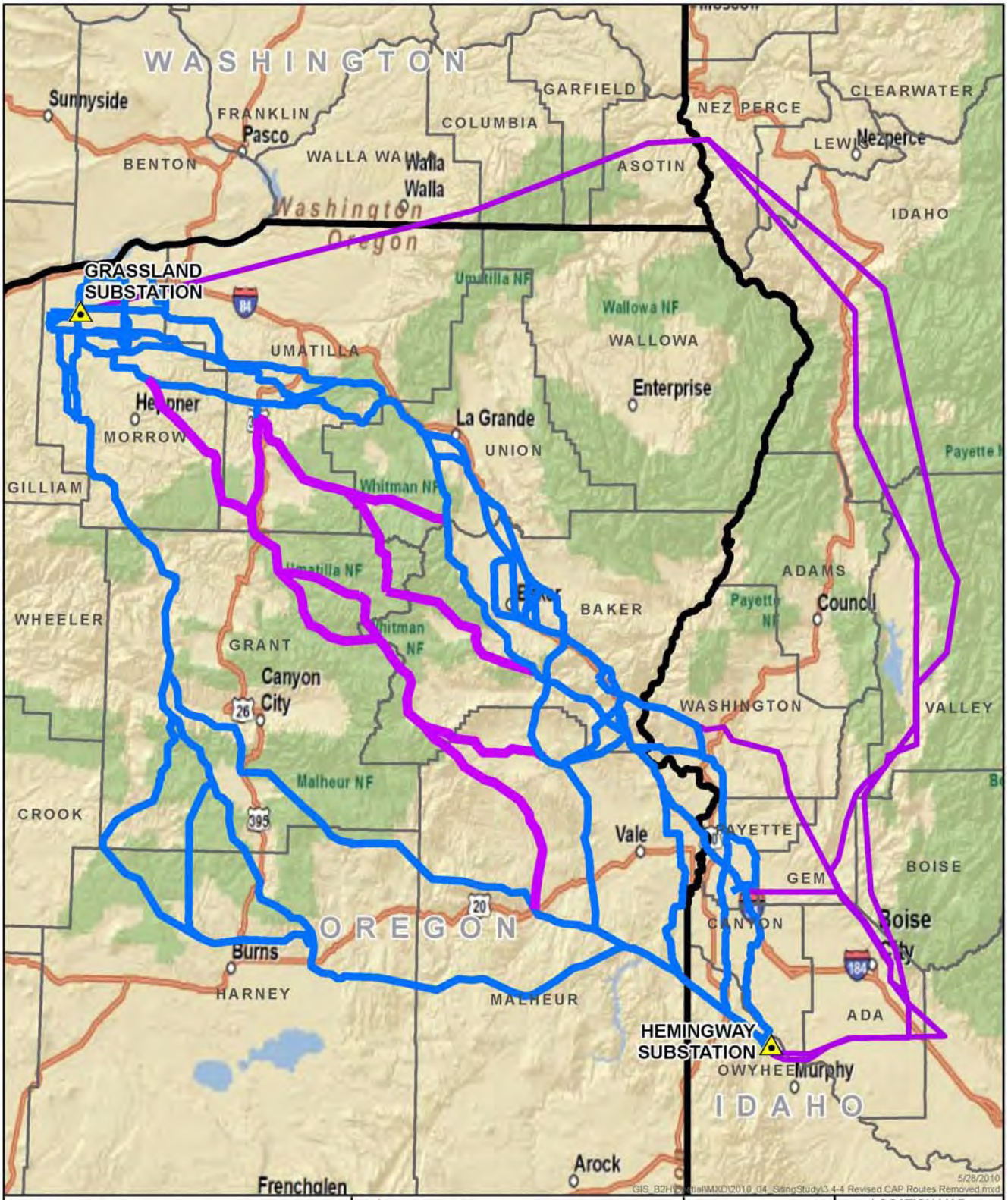


FIGURE 3.4-4
REVISED CAP ROUTES REMOVED

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

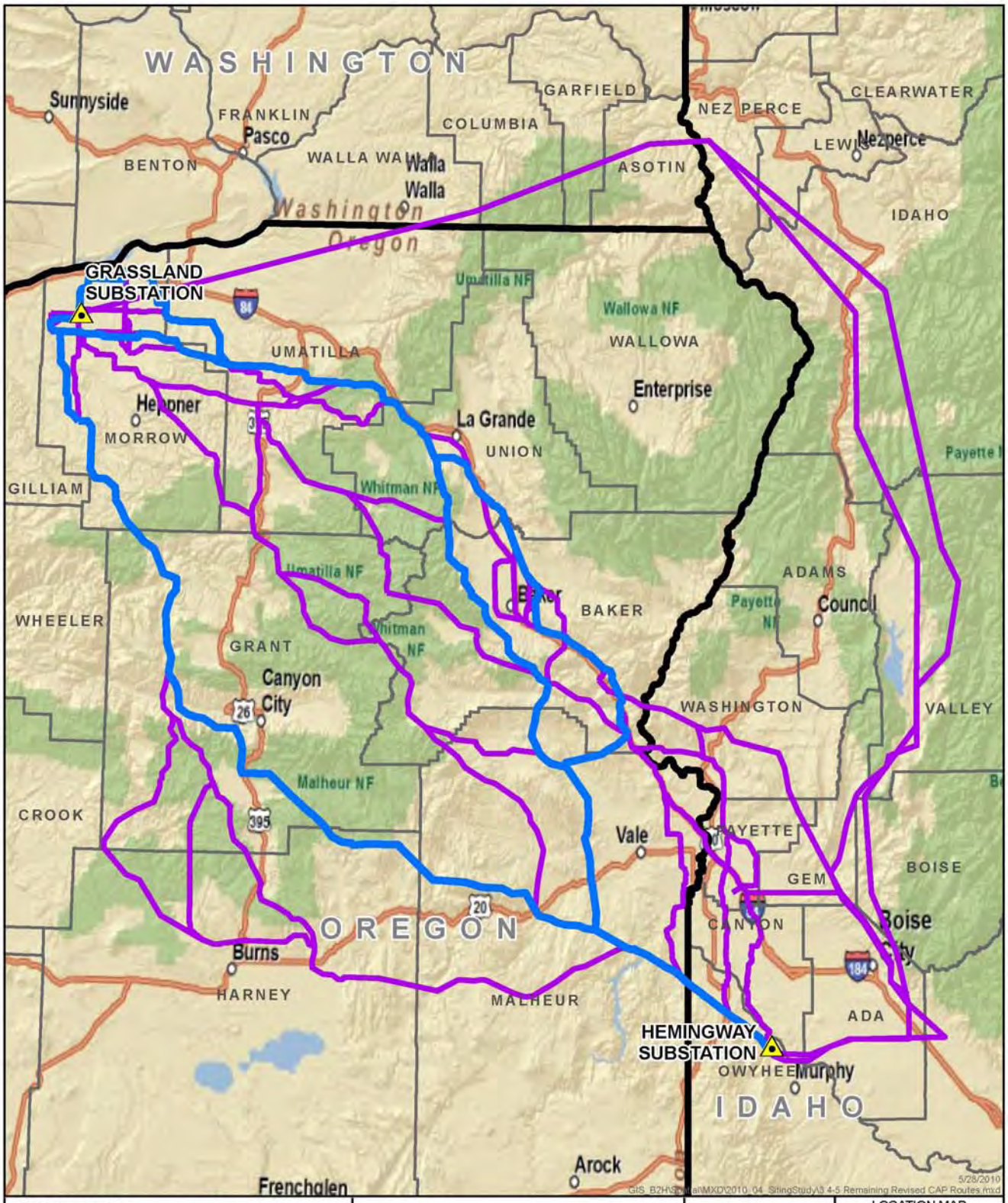


FIGURE 3.4-5
REMAINING REVISED CAP ROUTES

IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

Substation
Revised CAP Route
No Further Consideration
State Boundary
County Boundary

0 10 20
Miles

LOCATION MAP
WA MT OR ID CA NV

FIGURE 3.4-6
WESTERN, CENTRAL & EASTERN ALTERNATIVES
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
AUGUST 2010

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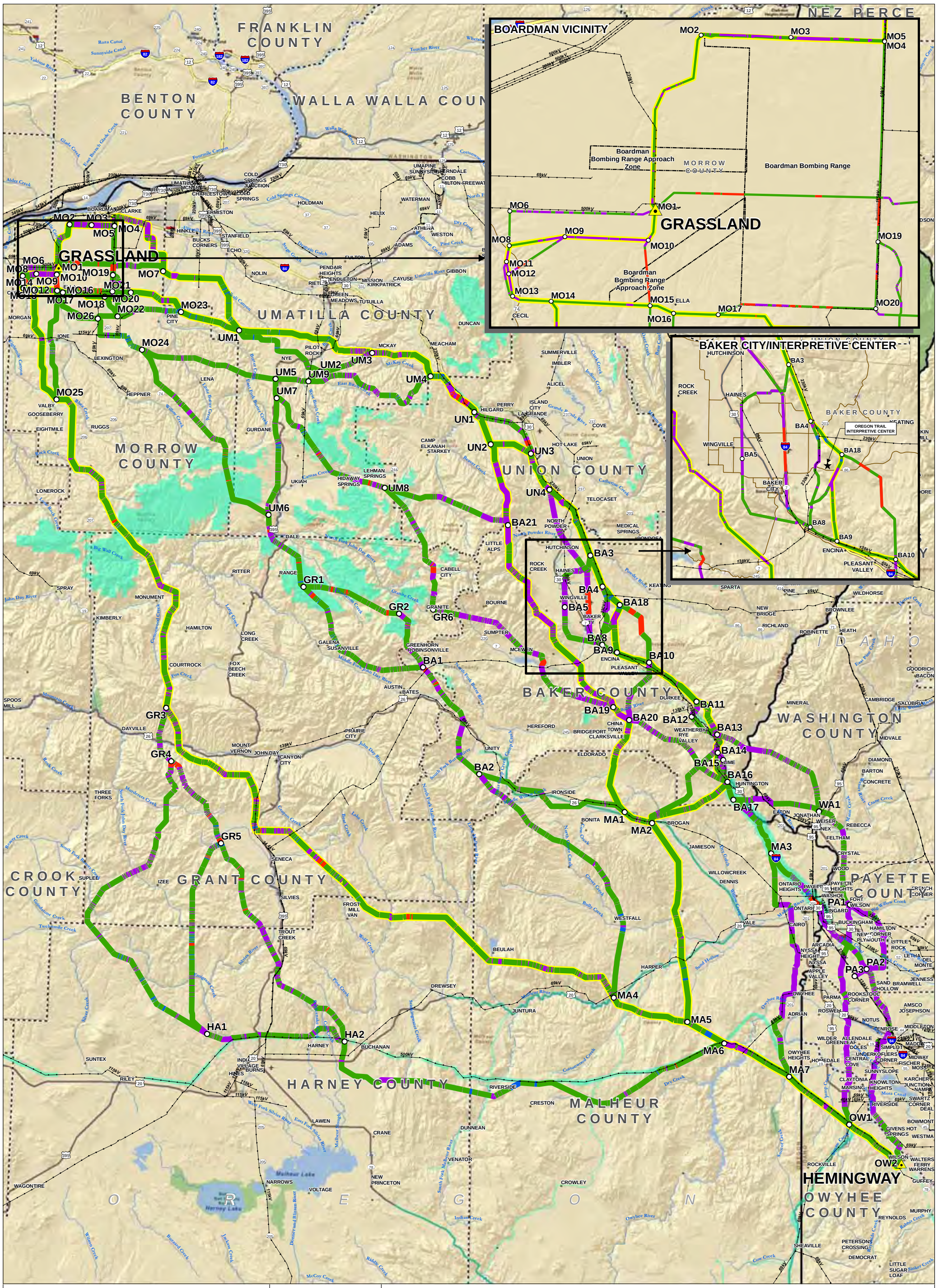

FIGURE 3.4-7
PERMITTING DIFFICULTY ANALYSIS

IDAHO POWER COMPANY
BOARDMAN - HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

0 5 10
Miles

- Substation
- Route Node
- Low Permitting Difficulty
- Moderate Permitting Difficulty
- High Permitting Difficulty
- Exclusion Area
- Opportunity Area*
- City/Town
- State Boundary
- County Boundary
- Stream/River
- Existing Transmission Line

*Opportunity Area includes the following features:
- National Forest Visual Quality Objective: Maximum Modification
- Within 200ft of Existing Pipeline
- Vale District Utility Corridor
- West-wide Energy Corridor
- National Forest Utility Corridor

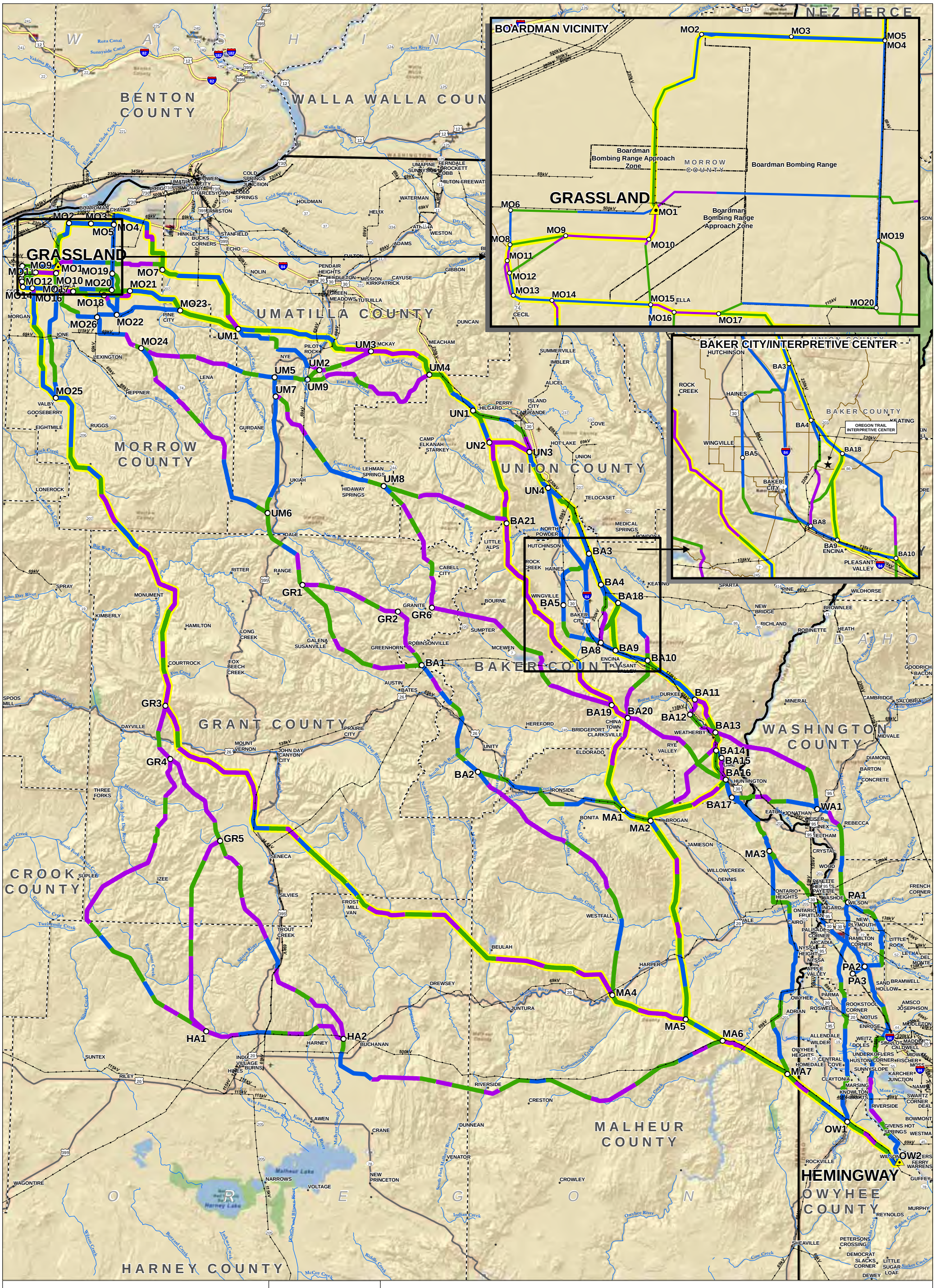

FIGURE 3.4-8
CONSTRUCTION DIFFICULTY ANALYSIS

IDAHO POWER COMPANY
BOARDMAN - HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

0 5 10
Miles

- Substation
- Route Node
- Low Construction Difficulty
- Moderate Construction Difficulty
- High Construction Difficulty
- City/Town
- Existing Transmission Line
- Stream/River
- State Boundary
- County Boundary

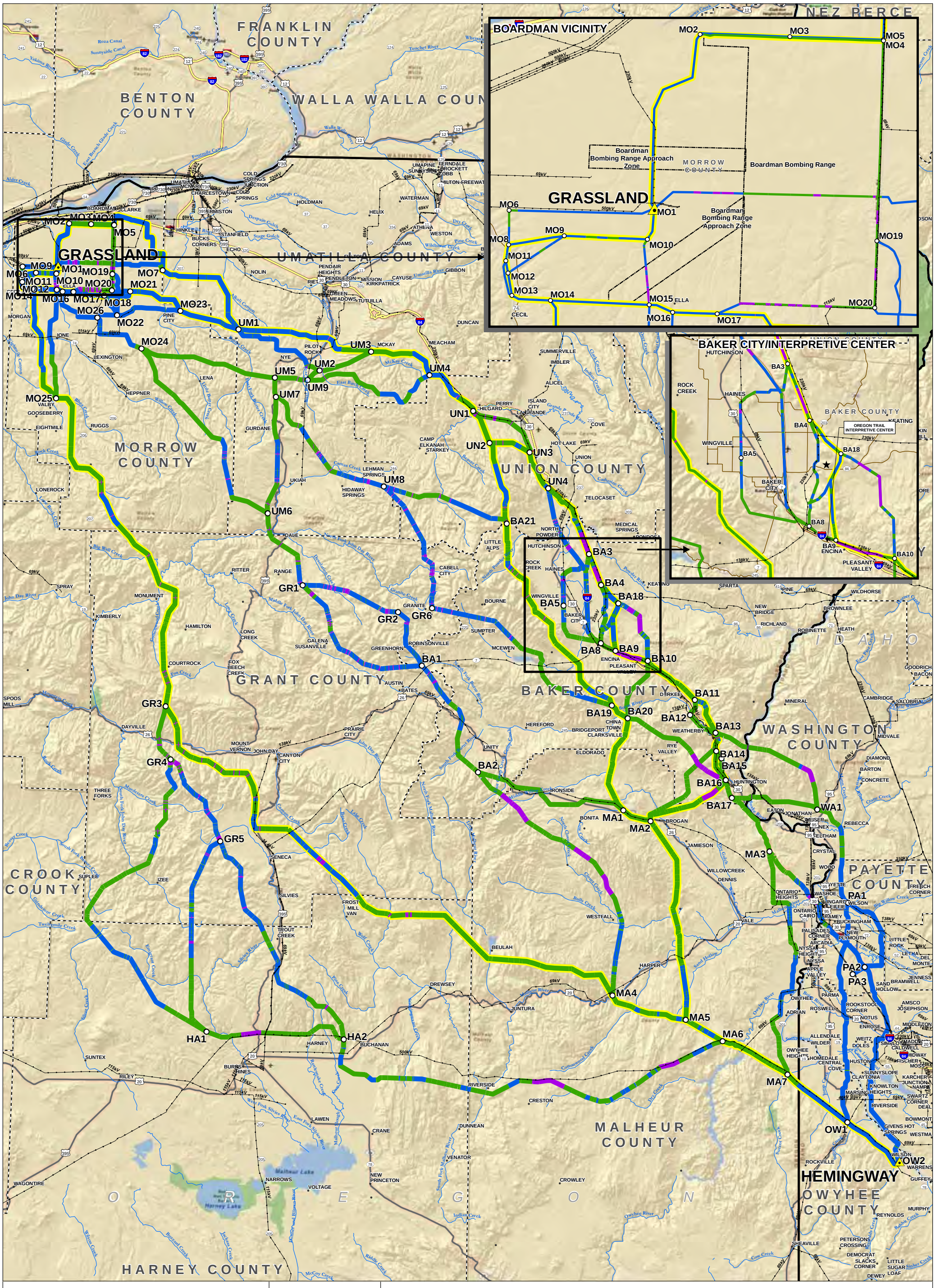

FIGURE 3.4-9
MITIGATION COST ANALYSIS

IDAHO POWER COMPANY
BOARDMAN - HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

0 5 10
Miles

- Substation
- Route Node
- Low Mitigation Cost
- Moderate Mitigation Cost
- High Mitigation Cost
- City/Town
- Existing Transmission Line
- Stream/River
- State Boundary
- County Boundary

Table 3.4-1. Summary Route Comparisons

Factors	Western Route	Central Route	Eastern Route
Land Use Characteristics			
Length/Counties Traversed	275/5	282/6	299/6
Private Land	138 Miles (50)	172 Miles (61)	206 Miles (69)
Public Land	137 Miles (50)	110 Miles (39)	93 Miles (31)
Follows Existing Corridors	46 Miles	58 Miles	111 Miles
New Corridor	229 Miles	224 Miles	188 Miles
Resources			
Irrigated Cropland	10 miles	9 miles	22 miles
Forest Clearing	1,754 acres	1,763 acres	681 acres
Rugged Terrain (> 25 slopes)	59 Miles	56 Miles	35 Miles
Special Status Streams	46 Crossings	13 Crossings	8 Crossings
Restrictive FS/BLM Visual Classes	9.1 Miles	25.5 Miles	8.6 Miles
Community and Agency Concerns			
Significant Issues	Community concerns and visual impacts in the John Day Valley and from the Journey Through Time Scenic Byway	Developing areas on the West Side of Baker Valley	Proximity to the National Historic Oregon Trail and Interpretive Center
National Forests	Malheur and Umatilla (45 miles) New Corridor	Wallowa-Whitman (30 miles) New Corridor	Wallowa-Whitman but in a designated utility corridor (5 miles)
High Construction Difficulty	117.1 miles	94.8 miles	61.7 miles

Table 3.4-2. Western, Central, and Eastern Route Mileage Summaries

	Western Route	Central Route	Eastern Route
	Length In Miles		
Permitting Difficulty			
Low	3.5	5.4	6.0
Moderate	220.9	211.9	247.2
High	47.1	64.8	43.7
Exclusion	3.5	1.6	1.8
Construction Difficulty			
Low	62.9	80.2	112.5
Moderate	95.0	108.8	124.6
High	117.1	94.8	61.7
Mitigation Cost			
Low	82.6	136.1	132.6
Moderate	187.0	146.3	154.0
High	5.4	1.3	12.3

3.4.1 Western Route

The Western Route exits the proposed Grassland Substation to the south, heads west for about 6 miles, and then turns south crossing the western part of Morrow County, continuing southwest across Grant, Harney, Malheur, and Owyhee Counties to the Hemingway Substation. Table D-15 in Appendix D shows that, of the three remaining routes for further consideration, the Western Route is the shortest by about 7 to 24 miles and crosses the least private and most public land; however, it parallels the least amount of existing utility and transportation corridors (46 miles) and would require the most new ROW (229 miles).

Although the shortest alternative, the Western Route crosses about 117.1 miles of what has been designated as high difficulty construction conditions, 51.8 miles and 17.8 miles more than the Eastern and Central Routes, respectively. Compared to the Central and Eastern Routes in permitting difficulty, this alternative requires the most new corridor, parallels the least utility corridor, crosses over 30 more special status streams, requires over 1,750 acres of clearing, and would cross about 45 miles through the Malheur and Umatilla National Forests. Overall, the Western Route has 47.1 miles of high permitting difficulty, compared to 43.7 for the Eastern Route and 64.8 for the Central Route as shown in Table 3.4-2.

3.4.2 Central Route

The Central Route also exits the proposed Grassland Substation to the west and then proceeds south. However, as this route passes to the south of the Boardman Grasslands Conservation Area it angles to the east across Morrow and Umatilla Counties and then through the designated utility corridor in the Wallowa-Whitman National Forest. This alternative then turns southeast through Union County and along the west side of the Baker Valley in Baker County. It continues southeast through Malheur and Owyhee Counties into the new Hemingway Substation.

This alternative route is about 7 miles longer than the Western Route and 17 miles shorter than the Eastern Route. It parallels more existing utility and transportation corridor than the Western Route, but 53 miles less than the Eastern Route and it requires 5 miles less new corridor than the Western Route and 36 more miles of new corridor than the Eastern Route.

The Central Route crosses about 56 miles of slopes over 25 percent and would require clearing of approximately 1,760 acres about the same as the Western Route and significantly more than the Eastern Route. The evaluation of construction difficulty shows that the Central Route traverses 22.3 fewer miles of high construction difficulty than the Western Route and 33.1 more miles than the Eastern Route. Much of this difficulty would happen along the west side of the Baker Valley.

Significant permitting concerns include the 30 miles through the Wallowa-Whitman National Forests, potential visibility of the line on the west side of Baker Valley, 224 miles of new corridor, and about 1,760 acres of clearing. As shown on Table 3.4-2, this alternative route crosses more miles of high permitting difficulty than the Eastern or Western Routes.

3.4.3 Eastern Route

The Eastern Route is similar to the Central Route except that it exits the proposed Grassland Substation to the north and east around the Boardman Bombing Range and then proceeds southeastward. It joins the Central Route at the Morrow/Umatilla County line about 2 miles east of Four Corners. The two alternatives continue together to the southeast end of the Wallowa-Whitman utility corridor. At this point the Eastern Route proceeds to the southeast across Union County and then into the Baker County following the east side of the Baker Valley. The Eastern Route rejoins the Central Route in northern

Malheur County and then continues generally southeast across this county and Owyhee County to Hemingway Substation.

Although this alternative is 17 miles longer than the Central Route and 7 miles longer than the Western Route, it requires significantly less new corridor and parallels significantly more existing utility and transportation corridor. Also, this alternative crosses more than 20 fewer miles of slopes over 25 percent, requires over 1,000 less acres of clearing, and has 33 to 55 fewer miles designated as high construction difficulty (see Table 3.4-2).

The Eastern Route has the least miles designated high permitting difficulty, parallels the most existing corridor, requires the least new corridor, requires significantly less clearing, and avoids creating a new utility corridor through one or more National Forests. An important permitting issue remaining for this route is related to crossing the Oregon National Historic Trail and proximity to the National Historic Oregon Trail Interpretive Center.

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4 PROPOSED AND ALTERNATIVE ROUTES

After analysis of each of the three remaining alternatives, Idaho Power selected the Eastern Route as the Proposed Route (see Figure 4-1). Compared to the Western and Central Routes, the Eastern Route:

- Requires 36 to 41 fewer miles of new corridor;
- Parallels existing utility corridors for 53 to 65 miles more;
- Requires over 1,000 fewer acres of clearing;
- Would be significantly less difficult to construct; and
- Would not create a new 30- to 45-mile utility corridor through one or more National Forests.

In addition, compared to the Central Route the Proposed Route crosses 33.1 fewer miles designated as high construction difficulty and 21.1 fewer miles designated high permitting difficulty and will not require a plan amendment to designate a utility corridor in the Wallowa-Whitman National Forest. The Western Route would have a similar degree of permitting difficulty as the Proposed Route, but would require plan amendments for utility corridors crossing the Malheur and Umatilla National Forests and would traverse 55.1 more miles designated high construction difficulty.

Idaho Power transmission line engineers reviewed the Proposed Route for constructability, making changes to minimize construction difficulty. In addition, the route was modified in the Burnt River Region (as described in Section 3.3.10) after spring 2010 aerial surveys discovered new active sage-grouse leks. As additional data are collected, more detailed engineering is developed, and additional public input is received, Idaho Power expects further changes to the Proposed Route.

4.1 Proposed Route Description by County

4.1.1 Segment 1—Morrow County

The majority of this northernmost 36.2-mile segment crosses irrigated agricultural land and poplar tree farms owned by private individuals, except for the 8.1-mile segment that crosses the Boardman Bombing Range owned by the Department of Defense. The line passes to the south and east of the city of Boardman and follows I-84 for about 6 miles.

Segment 1 begins at the proposed Grassland Substation, which is the northern terminus of the B2H Project (see Figure 4.1.1-1 and Appendix E, Maps 1 to 7). The proposed substation site is located west of the Boardman Power Plant and south of the city of Boardman in northern Morrow County. The Proposed Route exits the Grassland Substation site to the northwest, crossing and then paralleling the west side of an unpaved and unnamed road and the Bonneville Power Administration (BPA) Boardman-Dalreed PACW 230-kV line for about 1.6 miles. In the segment between mileposts (MPs) 1.8 and 2.8, the proposed 500-kV line parallels an existing 230-kV line and the west side of Tower Road and crosses the approach zone to the Boardman Bombing Range. At MP 3.7 the existing 230-kV line angles to the west and the Proposed Route will cross over this wood-pole H-frame line.

At about MPs 4.8 and 5.4 the Proposed Route crosses an unpaved and unnamed road in a location where the road curves northeast to avoid several irrigation pivots. The route then parallels the northwest side of this road for approximately 1.2 miles before crossing Tower Road and paralleling its east side for about

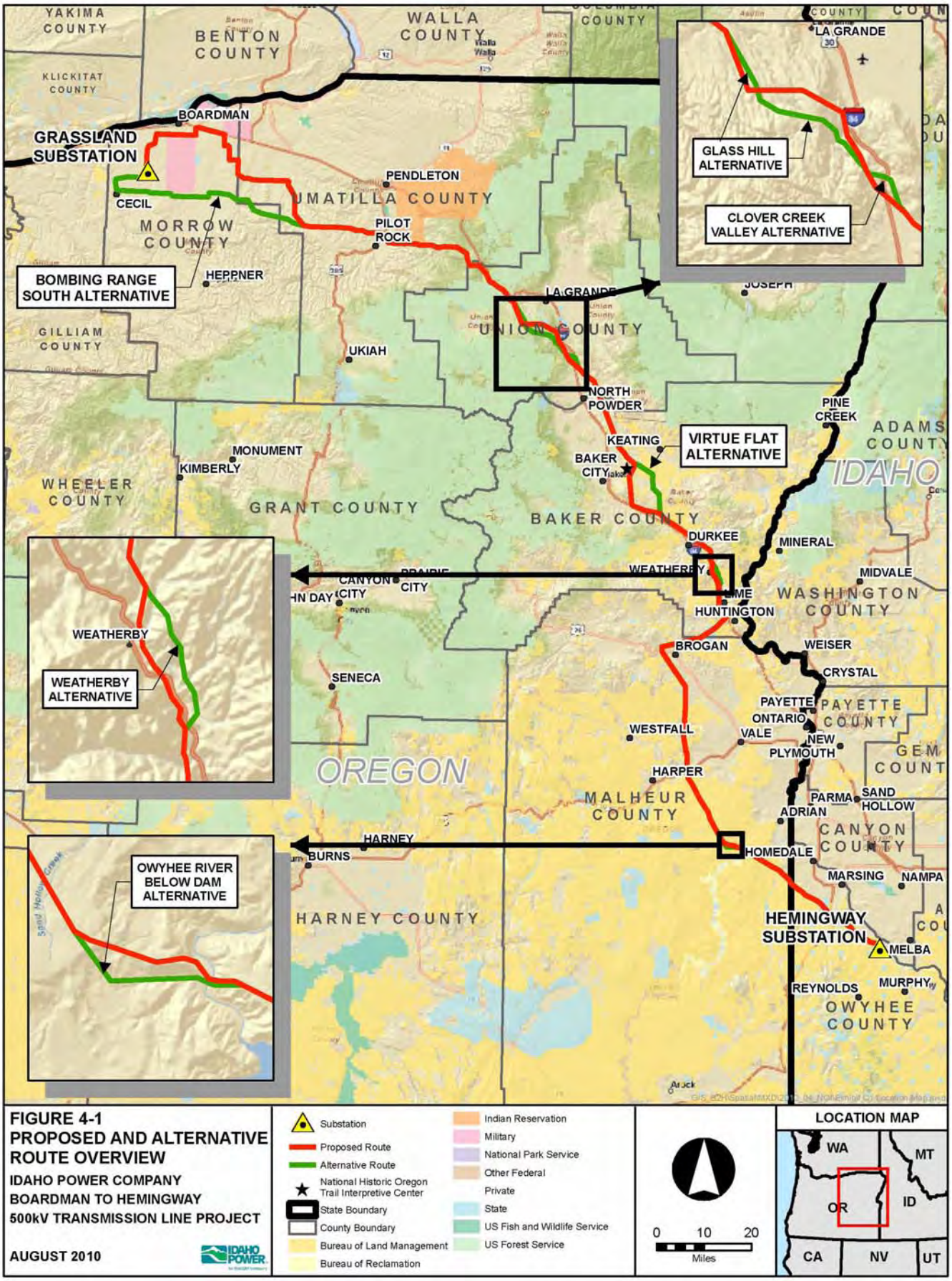


FIGURE 4-1
PROPOSED AND ALTERNATIVE ROUTE OVERVIEW
IDAHO POWER COMPANY
BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT

AUGUST 2010

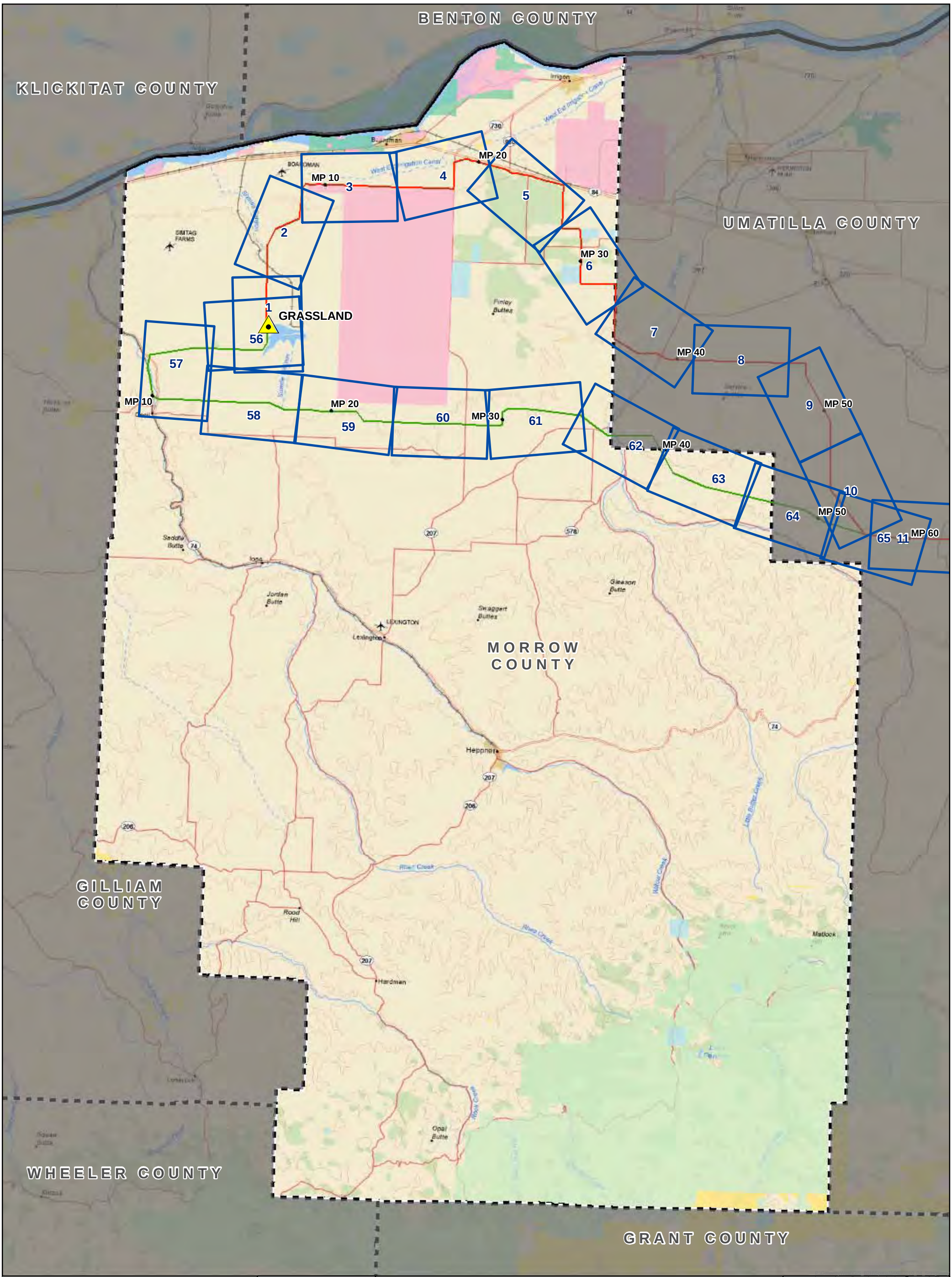


FIGURE 4.1.1-1
SEGMENT 1-MORROW COUNTY, OR

BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

0 5
Miles

- Appendix E Map Sheet
- Substation
- Ten Mile Marker
- Proposed Route
- Alternative Route
- State Boundary
- County Boundary
- Bureau of Land Management
- Bureau of Reclamation
- Indian Reservation
- Military
- National Park Service
- Other Federal
- Private
- State
- US Fish and Wildlife Service
- US Forest Service

WASHINGTON
GRASSLAND SUBSTATION
OREGON
IDAHO
HEMINGWAY SUBSTATION

2 miles. At MP 8.6 it turns northeast, crossing into the Boardman Bombing Range at MP 9.0 and paralleling the south side of its northern boundary for 8.1 miles to its eastern boundary.

After crossing the Boardman Bombing Range, the Proposed Route turns almost due north and parallels the west side of Bombing Range Road and a BPA 115-kV line for about 1.5 miles. At MP 18.6 on the south side of Wilson Road the route angles northeast crossing Bombing Range Road, the BPA 115-kV line and the Umatilla Electric Cooperative Association 69-kV line to join the south side of I-84 at MP 19.3. The route parallels I-84 for 5.6 miles to MP 24.9 where it turns south following the border of a poplar tree farm. At MP 36.2 the Proposed Route turns southeast into Umatilla County, passing south of a wind farm and north of Echo Wind Farm.

As described in greater detail in Section 4.2, Idaho Power has included an alternative for this first segment of the Proposed Route called the "Bombing Range South Alternative."

4.1.2 Segment 2—Umatilla County

Segment 2 of the Proposed Route is approximately 61 miles long and crosses only privately owned land. The Proposed Route (see Figure 4.1.2-1 and Appendix E, Maps 7 to 18) crosses into Umatilla County about 5.0 miles north of Butter Creek Junction and almost immediately crosses the Oregon National Historic Trail. It then continues generally southeast for about 1.6 miles before angling east and descending into and crossing Butter Creek (MP 38.2) and State Route 207 (MP 39.1). On the east side of State Route 207 this route continues eastward for 8.0 miles and passes along the north side of Service Buttes. At MP 47.1 the route turns due south to MP 47.8 where it angles southeast, crossing Alkali Canyon twice. It then turns due south on the south side of the canyon at MP 50.7 and angles southeast at MP 54.5 to continue across Spikes Gulch and Slusher Canyon.

From MP 57.6, the Proposed Route proceeds nearly due east, crossing Slusher Canyon and Alkali Canyon once more. The route continues in this general direction for about 16.7 miles where it turns slightly southeast and crosses Birch Creek (MP 74.3) and U.S. Route 395 (MP 74.5) about 2.9 miles northeast of Pilot Rock. The route continues southeast and at MP 77.0 it turns east paralleling about 0.5 mile to the south of the Umatilla Indian Reservation boundary for approximately 6.7 miles. The route crosses Little McKay Creek at MP 77.0 and then McKay Creek at about MP 84.7, about 0.7 mile south of McKay, and continues east.

At MP 91.3 the Proposed Route turns southeast after crossing Red Spring Canyon. The route continues about 5.3 miles to MP 96.5 where it turns due east passing along the southern boundary of a Umatilla National Forest Service land parcel and entering Union County at approximately MP 97.2.

As described in greater detail in Section 4.2, Idaho Power's "Bombing Range South Alternative" provides an alternative route for the beginning of Segment 2 in Umatilla County.

4.1.3 Segment 3—Union County

Figure 4.1.3-1 and Appendix E, Maps 18 to 25, show the location of the Proposed Route in Union County. The Proposed Route crosses Union County for 40.2 miles, with 6.3 miles in the Wallowa-Whitman National Forest Utility Corridor, 0.7 mile across the Vale District of the BLM, and the rest on privately owned lands.

After entering Union County, the Proposed Route continues east for 1.3 miles crossing an existing railroad, the Blue Mountain Forest Wayside, Old U.S. Highway 30, and Summit Road twice before turning southeast at MP 98.4. At this location the Proposed Route begins running parallel, (offset

approximately 1,200 feet) to the south and west sides of an existing BPA 230-kV line. About 2.0 miles farther, the Proposed Route leaves the existing transmission line and continues southeast along the east side of Railroad Canyon, which it crosses at MP 103.5. Proceeding southeast, the route crosses National Forest Development (NFD) 21 Road (MP 104.4) and the existing BPA 230-kV line (MP 104.9) mentioned earlier. In the 8.8-mile section from MP 98.4 to 107.2, the Proposed Route is 0.25 mile to 0.75 mile southwest of I-84 with 6.3 miles in the existing Wallowa-Whitman National Forest utility Route. Idaho Power's application to the USFS for a Special Use Permit includes this 6.3-mile segment.

At MP 106.9 the Proposed Route angles southeast and crosses the existing 230-kV line a second time at MP 107.4. About 0.5 mile farther it turns to cross the Grande Ronde River and State Route 244 approximately one mile south of I-84. At about 0.9 mile southeast of State Route 244 the route angles to parallel a ridge on the east side of Whiskey Creek and crosses Whiskey Creek Road at about MP 111.4. The route continues parallel to the ridges to MP 114.4 where it angles due east for 4.3 miles crossing Little Graves Creek, Graves Creek, Little Rock Creek, and Rock Creek. On the north side of Glass Hill (MP 118.7) the Proposed Route angles southeast, crossing Glass Hill Road and Sheep Creek. The route continues for 3.5 miles to MP 122.2 where it again angles almost due south to cross Ladd Creek and Ladd Canyon Road (about MP 123.6).

On the south side of Ladd Creek and Ladd Canyon Road, the route continues for about 6.1 miles on the west side of I-84 until it crosses this highway and Ladd Canyon-North Powder Road at approximately MP 129.7. On the east side of I-84 the route crosses Heber Road and the Oregon National Historic Trail and then continues southeast on the northeast side of Clover Creek Valley, generally parallel to an existing Idaho Power 230-kV line and offset from that line to the southwest by more than 2,500 feet. At MP 133.4 the Proposed Route crosses Jimmy Creek Road and at approximately MP 134.6 it crosses the northern end of Jimmy Creek Reservoir.

The route continues southeast, maintaining at least a 1,500-foot offset from the existing 230-kV line, and crosses State Route 237 at MP 136.0. About 1.4 miles farther southeast it crosses the Powder River and the Union County/Baker County line into Baker County at about MP 137.4.

As described in greater detail in Section 4.2, Idaho Power has included two alternatives for short segments of the proposed Route through Union County: the Glass Hill Alternative and the Clover Creek Valley Alternative.

4.1.4 Segment 4—Baker County

The Proposed Route crosses Baker County for 68.2 miles as shown on Figure 4.1.4-1 and Appendix E, Maps 25 to 37. Approximately 16.0 miles of Segment 4 cross BLM-managed lands in the Vale District and about 3.0 miles cross state and local government property.

Once across the Powder River, the Proposed Route continues southeast and is generally offset 1,500 feet west of the existing Idaho Power 230-kV line for about 13.2 miles to MP 150.6. In this segment the terrain is hilly and the Proposed Route passes across the west side of Riverdale Hill and the east side of Magpie Peak.

From MP 150.6 the Proposed Route angles more southeasterly crossing over the existing 230-kV line at MP 151.3 and State Route 203 at about MP 152.0. At MP 155.2 the proposed 500-kV line turns southwest and crosses State Route 86, Ruckles Creek Road, and the Oregon National Historic Trail before proceeding to the first ridgeline. At its closest, this segment of the Proposed Route is 1.1 mile east of the National Historic Oregon Trail Interpretive Center (Center) and 0.4 mile from the Flagstaff ACEC

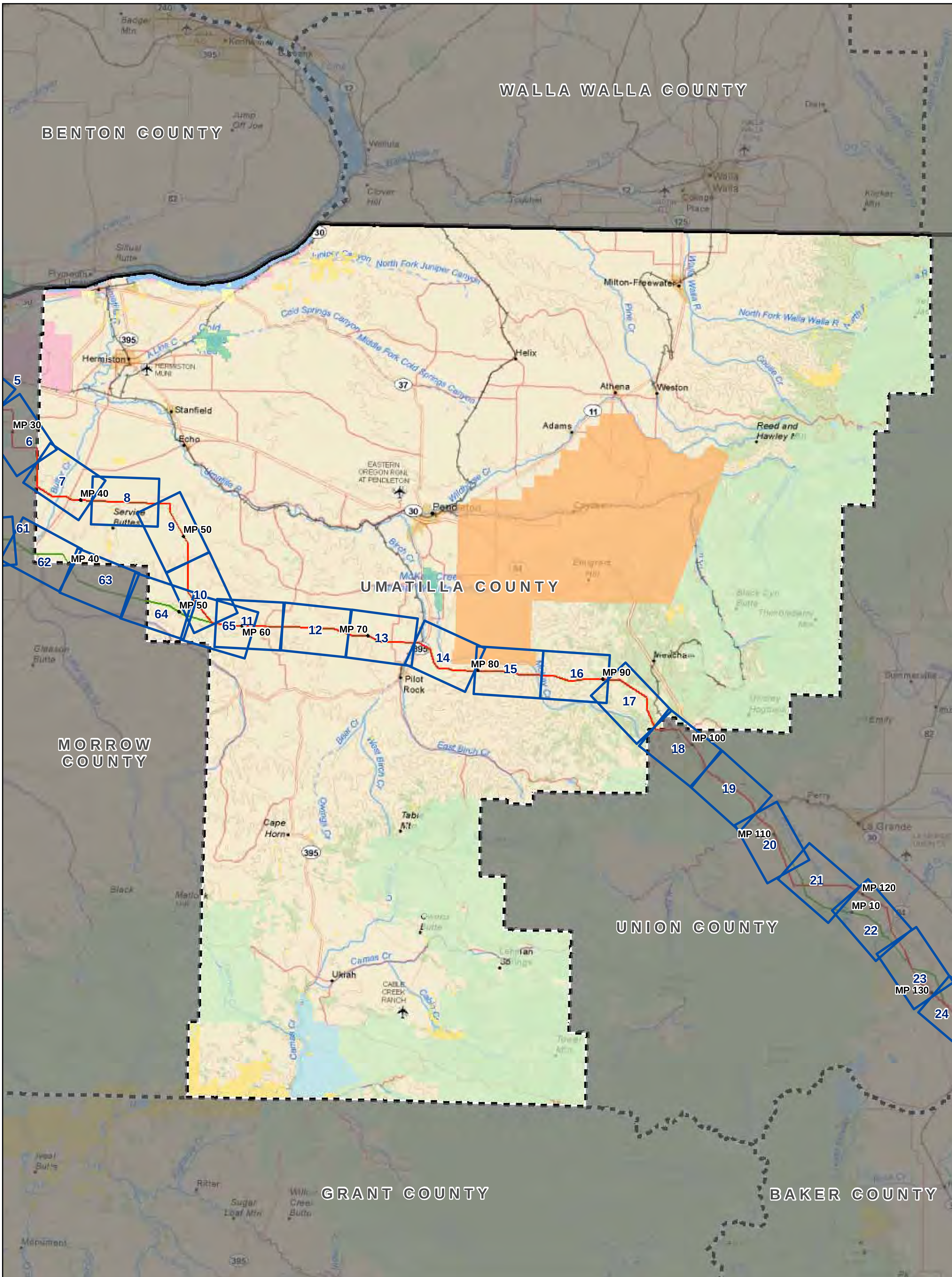


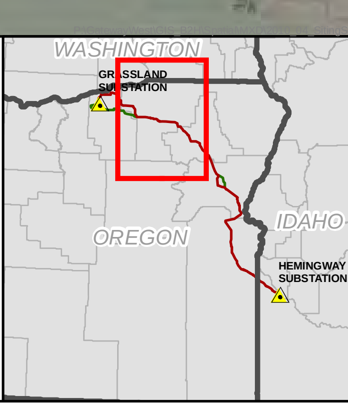
FIGURE 4.1.2-1
SEGMENT 2-UMATILLA COUNTY, OR

BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

0 5
Miles

- Appendix E Map Sheet
- Substation
- Ten Mile Marker
- Proposed Route
- Alternative Route
- State Boundary
- County Boundary
- Bureau of Land Management
- Bureau of Reclamation
- Indian Reservation
- Military
- National Park Service
- Other Federal
- Private
- State
- US Fish and Wildlife Service
- US Forest Service



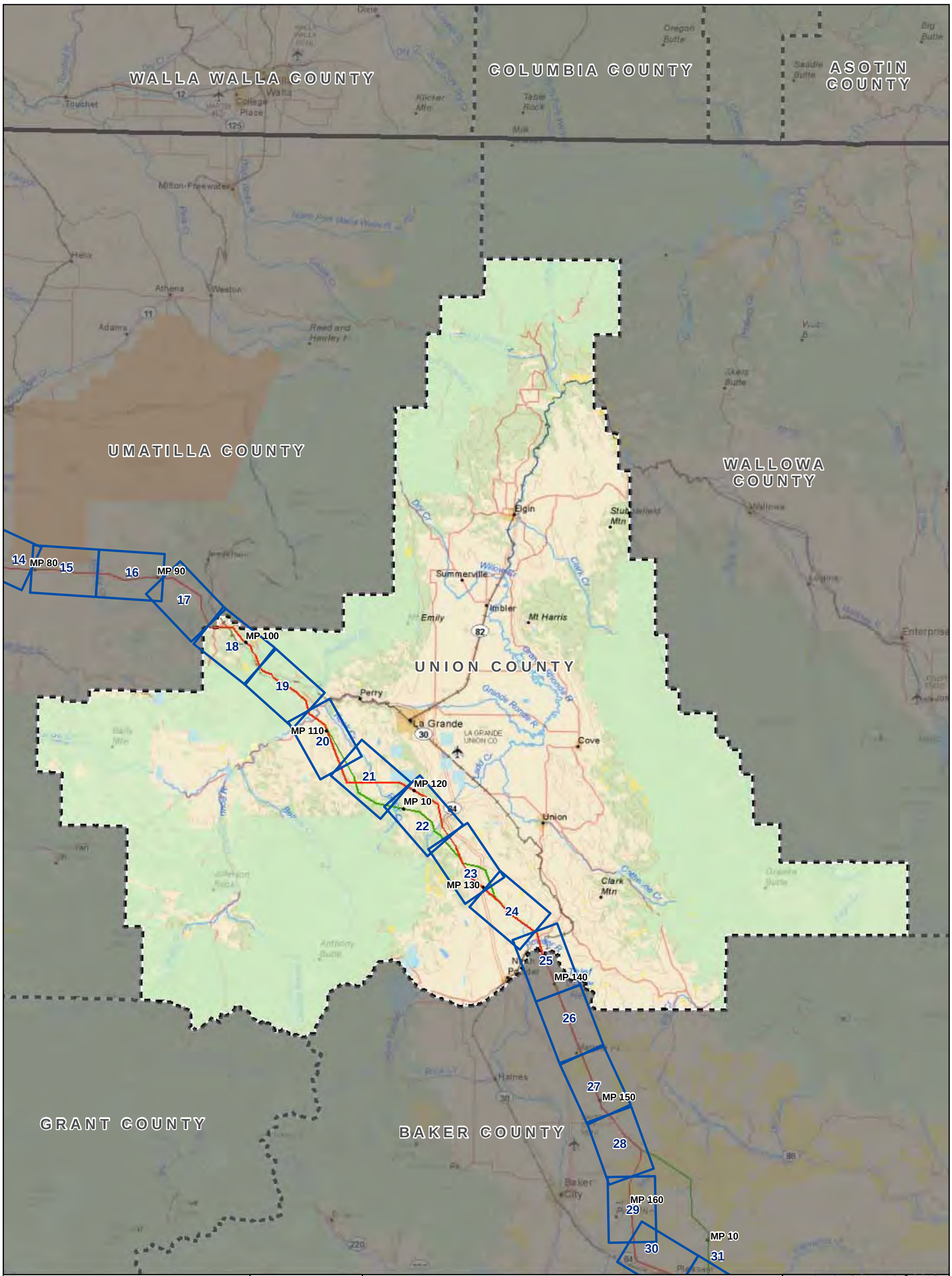


FIGURE 4.1.3-1
SEGMENT 3-UNION COUNTY, OR

BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

0 5
Miles

Appendix E Map Sheet
Substation
Ten Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
Bureau of Land Management
Bureau of Reclamation
Indian Reservation
Military
National Park Service
Other Federal
Private
State
US Fish and Wildlife Service
US Forest Service

WASHINGTON
OREGON
IDAHO
GRASSLAND SUBSTATION
HEMINGWAY SUBSTATION

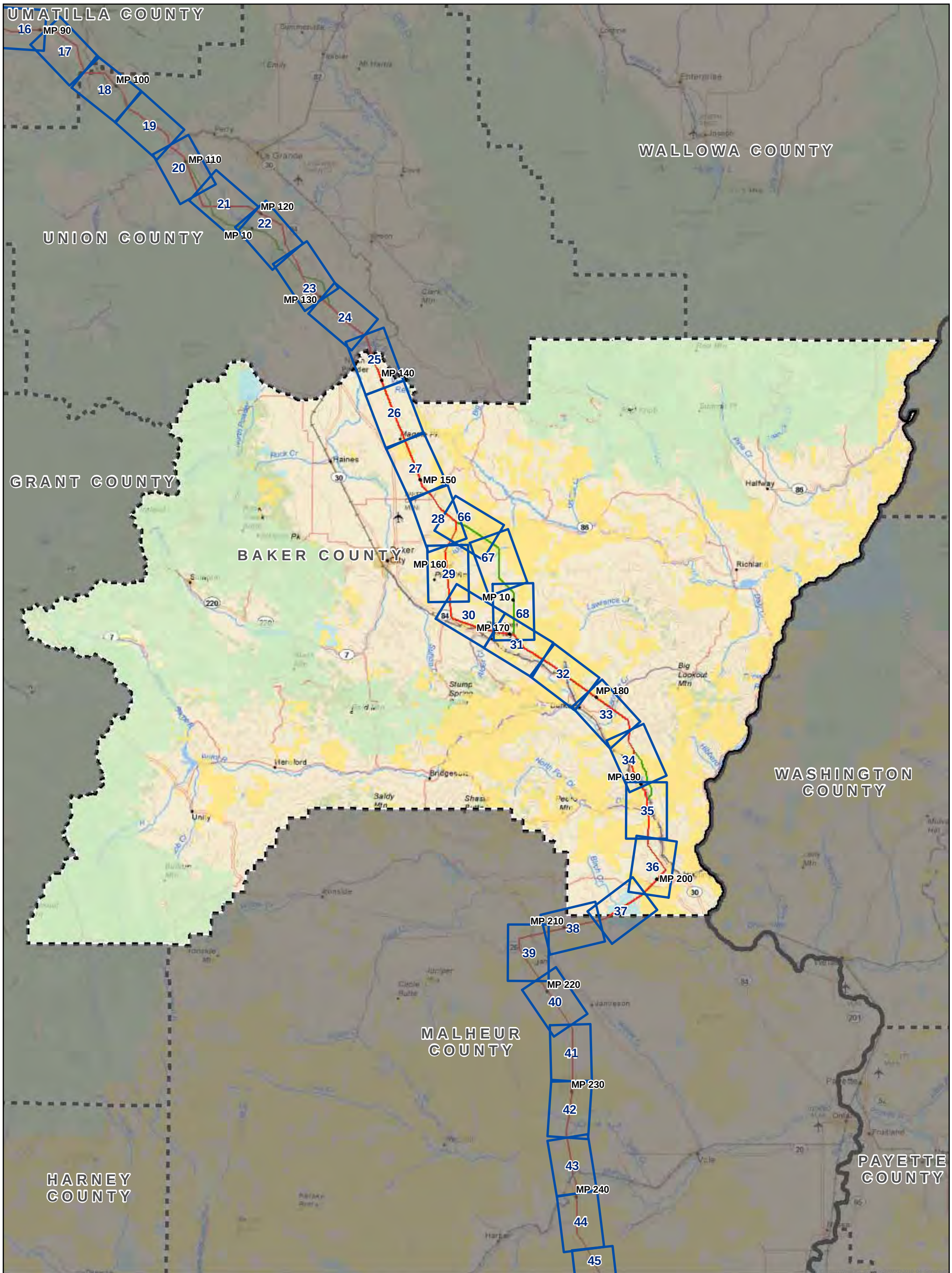


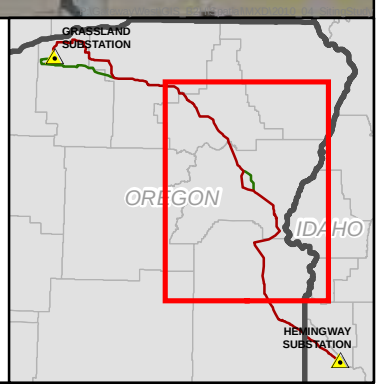
FIGURE 4.1.4-1
SEGMENT 4-BAKER COUNTY, OR

BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

0 5 10
Miles

- Appendix E Map Sheet
- Substation
- Ten Mile Marker
- Proposed Route
- Alternative Route
- State Boundary
- County Boundary
- Bureau of Land Management
- Bureau of Reclamation
- Indian Reservation
- Military
- National Park Service
- Other Federal
- Private
- State
- US Fish and Wildlife Service
- US Forest Service



boundary which includes the Center. It continues southwest across to MP 158.1 where it turns south and proceeds approximately 6.1 miles to MP 164.2. It then crosses an existing 69-kV line and an existing 138-kV transmission line just northeast east of I-84 and about 4.5 miles southeast of Baker City.

The Proposed Route remains generally in the same route with the existing 138-kV and 69-kV facilities on the northeast side of I-84 for about 2.5 miles and then crosses the 69-kV line (MP 167.1) and 138-kV line (MP 169.1) while passing to the north and east of Pleasant Valley. After crossing the Oregon National Historic Trail at MP 170.0, the Proposed Route continues southeast, passing northeast of the community of Durkee. The proposed 500-kV line will cross Hindman Road and Lawrence (Pritchard) Creek at about MP 176.6, Iron Mountain Road at MP 177.9, Durkee Creek at MP 178.8, Vandecar Road at MP 178.9, and Manning Basin Road at MP 181.7.

The route continues southeast across Manning Creek and North Fork Swayze Creek until MP 183.7, where the route angles south and crosses the Oregon National Historic Trail at MP 184.3. The route continues south, passing east of Gold Hill and crossing the Oregon National Historic Trail a second and third time at MP 188.2 and MP 188.5 before joining with the existing 69-kV and 138-kV Route at MP 188.6, near the community of Weatherby. At MP 189.6 the route crosses the existing 138-kV and 69-kV facilities before crossing I-84 and Burnt River at MP 189.7 and 189.8. The route then proceeds south passing along the east side of the Weatherby Mountains while parallel to the west side of the existing 138-kV line.

At the southern end of the Weatherby Mountains, the Proposed Route crosses Dixie Creek and Dixie Creek Road at about MP 192.8 and passes east of Table Rock while continuing to follow the west side of the existing 138-kV line. At MP 198.7, after crossing Cavanaugh Creek, the Proposed Route leaves the 138-kV line and proceeds southwest approximately 0.3 mile west of I-84.

In proceeding southwest the Proposed Route passes northwest of Lost Tom Mountain and crosses Malheur Reservoir Road and Durbin Creek at about MP 200.7. The route passes southeast of Limestone Butte, north of Little Valley, and continues southwest across Birch Creek before entering Malheur County at MP 205.6.

As described in greater detail in Section 4.2, Idaho Power has included two alternatives for short segments of the proposed Route through Baker County: the Virtue Flat Alternative and the Weatherby Alternative.

4.1.5 Segment 5—Malheur County

The Proposed Route crosses 70.7 miles of northeast Malheur County as shown on Figure 4.1.5-1 and in Appendix E, Maps 37 to 51. In addition to 23.4 miles across privately owned land, 46.8 miles of Segment 5 cross BLM-managed land and 0.5 mile of the route is across Bureau of Reclamation land.

Entering Malheur County at MP 205.6, the route angles southwest, crossing to the north of Matthew Gulch. Continuing southwest, the route crosses Phipps Creek at MP 207.2, an unnamed road at MP 207.4, followed by the West Fork Phipps Creek at MP 208.1, before proceeding across another unnamed road to Becker Creek at about MP 212.1. Traversing a steep canyon between MPs 212.8 and 213.3, the Proposed Route crosses Willow Creek Road and Willow Creek before angling due south at about MP 214.2. Heading south, the route crosses US Route 26 just after MP 215.0 and Canyon Creek at MP 215.1. On the south side of U.S. Route 26, the transmission line route angles southeast (MP 215.5) and continues in this direction for 8.5 miles passing west of Pole Creek Reservoir and approximately 1.8 miles west of the community of Brogan.

At MP 224.0, the route angles south, passing east of Morrison Reservoir and between Hope Butte and Sugarloaf Butte. Passing west of the Bully Creek Reservoir, the route crosses Cottonwood Creek at MP 232.7, approximately 1.0 mile northwest of its confluence with Bully Creek. At MP 233.8 the Proposed Route turns southeast crossing Bully Creek at MP 234.0, the Vale Oregon Canal at MP 237.2, the Malheur River and Malheur Canyon at MP 237.7 and the Union Pacific Railroad at MP 237.9. Approximately 4.5 miles farther south at MP 242.4, the Proposed Route crosses U.S. Route 20 before angling southeast at MP 243.5.

For the next 15.7 miles the route continues southeasterly across Malheur County, crossing Sand Hollow and passing southwest of Sagebrush Gulch. At MP 259.2, the line crosses the existing Summer Lake to Midpoint 500-kV line and Grassy Mountain. At about MP 261.3 the route begins its descent down to the Owyhee River, which it crosses at about MP 262.3, approximately 1.5 miles north and west of the Owyhee Dam.

After crossing the Owyhee River the Proposed Route proceeds easterly before turning southeast at MP 262.7 where it parallels the existing Summer Lake to Midpoint 500-kV line at a minimum offset distance of about 1,500 feet. The route continues southeast parallel to the existing 500-kV line crossing Long Draw, North Alkali Creek, and Succor Creek. At MP 276.3 the Proposed Route leaves Malheur County, Oregon, and enters Owyhee County, Idaho.

As described in greater detail in Section 4.2, Idaho Power has included one alternative for a short segment of the proposed Route through Malheur County: the Owyhee River Below Dam Alternative.

4.1.6 Segment 6—Owyhee County

The Proposed Route enters Owyhee County south of Graveyard Point and southwest of Rattlesnake Butte, and continues southeast generally parallel and offset to the southwest of the Summer Lake to Midpoint 500-kV line in the hills and desert bordering the Snake River Valley. Figure 4.1.6-1 and Appendix E, Maps 51 to 68 show the location of the 23.5-mile Proposed Route in Owyhee County, 17.3 miles of which are located on BLM-managed land.

The route passes northeast of Flat Top Butte before crossing Poison Creek at MP 281.9 and continuing to the northeast side of the South Canal. It then crosses Jump Creek Road at MP 283.3 and U.S. Route 95 at MP 287.0. Continuing southeast, the Proposed Route passes to the south of Elephant Butte and across Squaw Creek before crossing Coyote Grade Road at MP 291.1. At MP 297.2, the route angles east crossing the 500-kV line at MP 297.6 where it turns south, crossing Wilson Creek Road at MP 299.1. The route then crosses Reynolds Creek at MP 299.4, turns southwest, and enters the Hemingway Substation at MP 299.8.

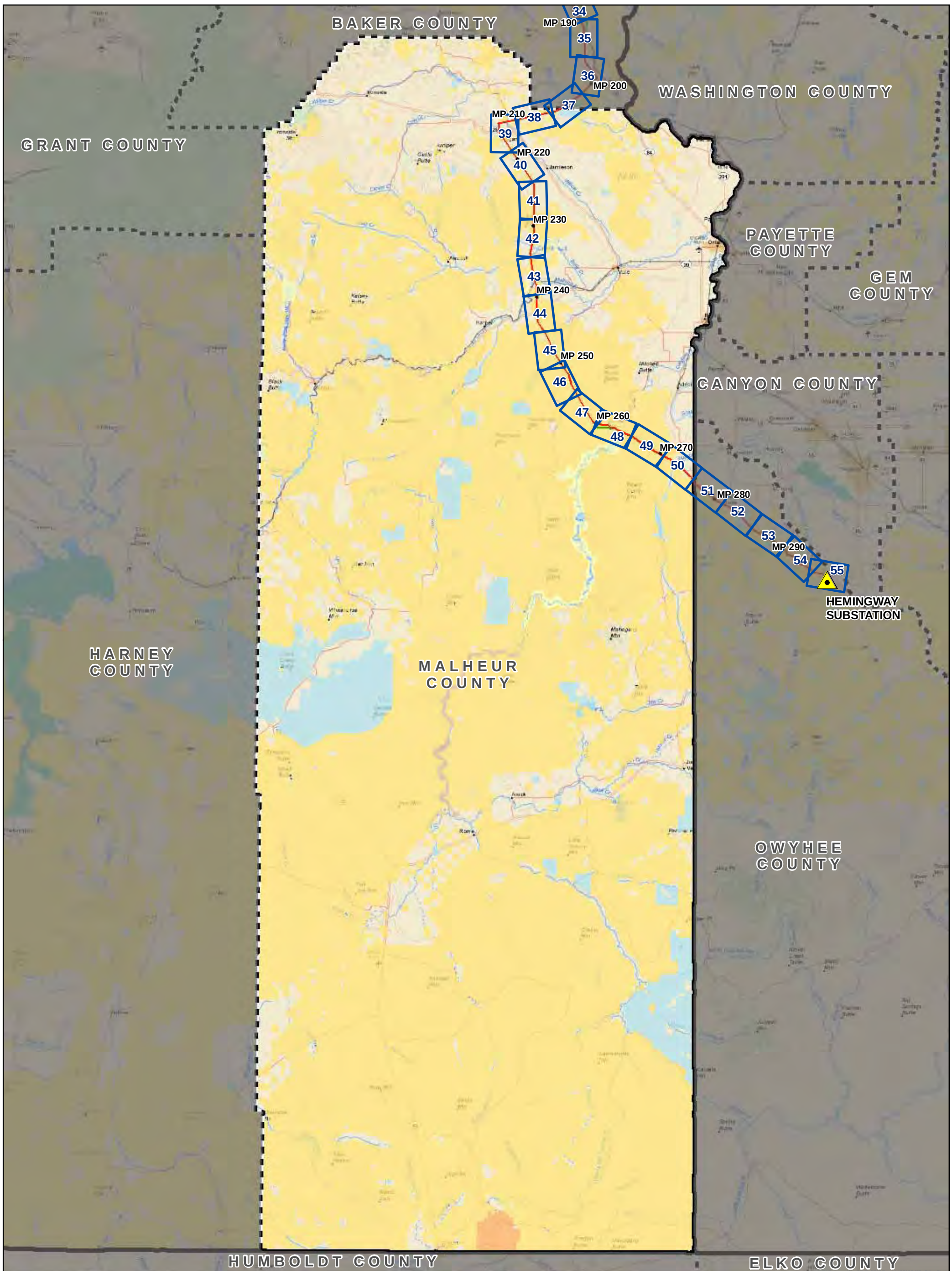


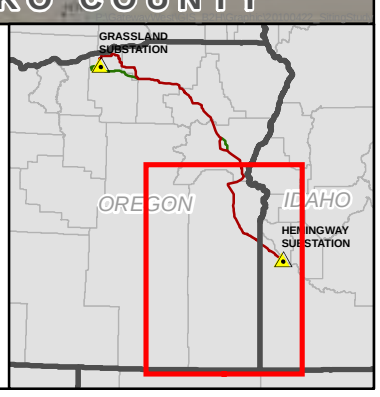
FIGURE 4.1.5-1
SEGMENT 5-MALHEUR COUNTY, OR

BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

0 5 10
Miles

- Appendix E Map Sheet
- Substation
- Ten Mile Marker
- Proposed Route
- Alternative Route
- State Boundary
- County Boundary
- Bureau of Land Management
- Bureau of Reclamation
- Indian Reservation
- Military
- National Park Service
- Other Federal
- Private
- State
- US Fish and Wildlife Service
- US Forest Service



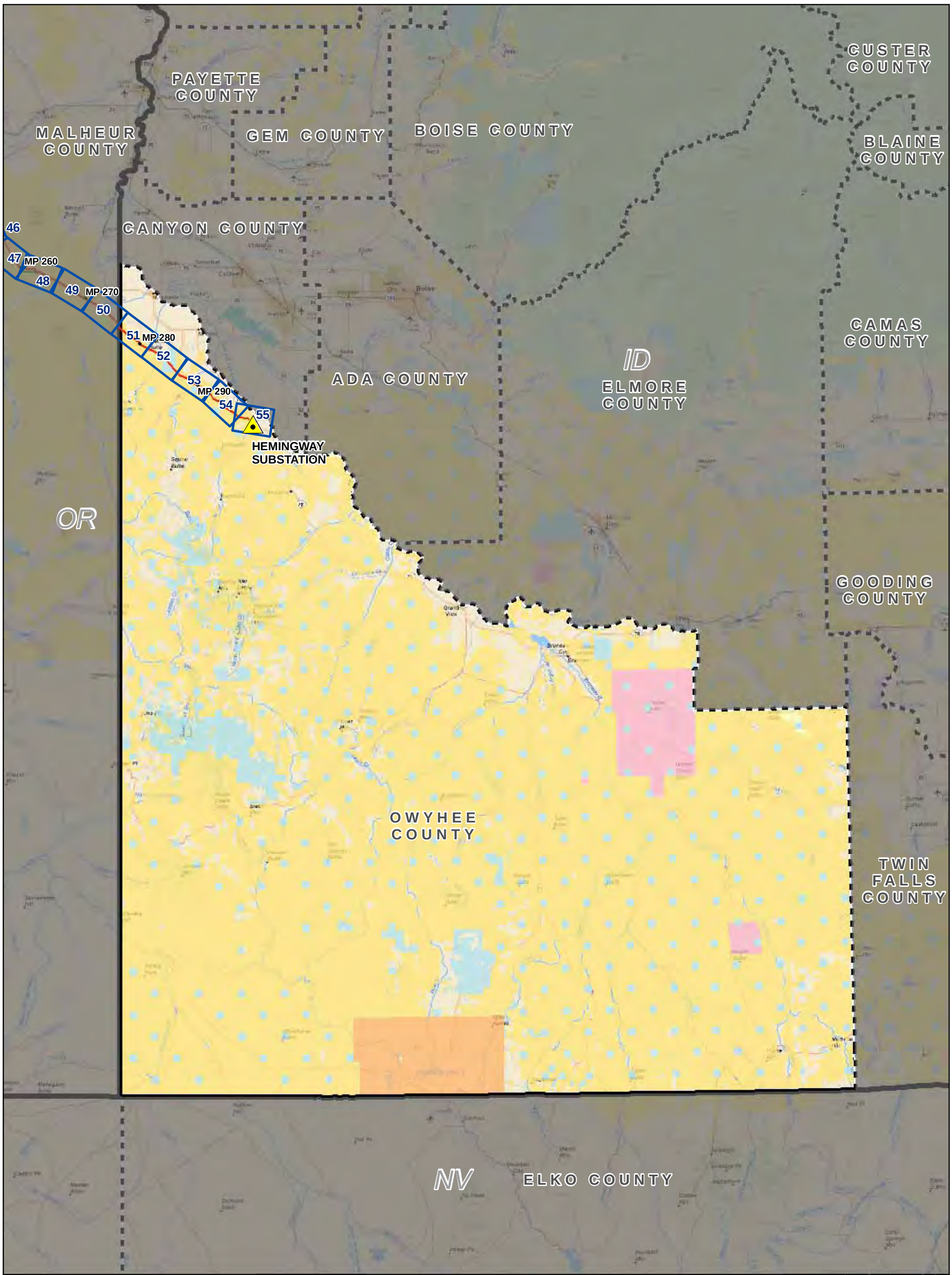


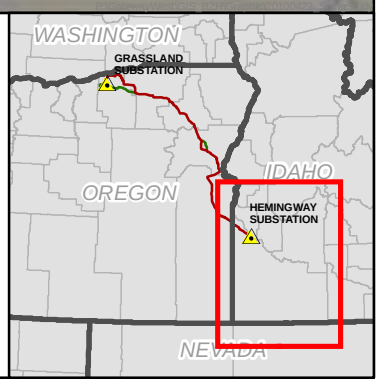
FIGURE 4.1.6-1
SEGMENT 6-OWYHEE COUNTY, ID

BOARDMAN TO HEMINGWAY
500kV TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

0 5 10
Miles

- Appendix E Map Sheet
- Substation
- Ten Mile Marker
- Proposed Route
- Alternative Route
- State Boundary
- County Boundary
- Bureau of Land Management
- Bureau of Reclamation
- Indian Reservation
- Military
- National Park Service
- Other Federal
- Private
- State
- US Fish and Wildlife Service
- US Forest Service



4.2 FEASIBLE ALTERNATIVE SEGMENTS FOR DETAILED EVALUATION

Seven alternatives for portions of the Proposed Route were developed by Idaho Power for further study and consideration. Idaho Power determined that these particular segments warranted further consideration and they are discussed briefly below. The locations of these alternatives are shown on Figure 4-1, by county on Figures 4.1.1-1 through 4.1.6-1, and in Appendix E.

4.2.1 Bombing Range South Alternative

The Bombing Range South Alternative (shown on Figure 4.1.1-1 and Appendix E, Maps 56 to 65) has been proposed to be a feasible alternative because it avoids several potentially problematic areas, such as the Boardman Bombing Range property, irrigated agriculture, and/or ODFW Category 1 Habitat for Washington ground squirrels. The U.S. Navy, which manages the range, is currently evaluating the use of the north edge of the property for the proposed 500-kV transmission line. The Bombing Range South Alternative avoids the Bombing Range property but also has a difficult approach from the south and west to the Grassland Substation (the northern terminus of the B2H Project) and could add several miles to the Project.

The Bombing Range South Alternative exits the Grassland Substation to the south and angles southwest across an unnamed road (MP 1.1). The route then heads west offset approximately 1,500 feet and parallel to the northern boundary of the Boardman Conservation Area for about 3.8 miles to MP 5.3, crossing three unnamed roads. The alternative route then turns slightly south and continues west before again angling south at MP 7.7 near the Boardman Conservation Area boundary.

The route continues along the western edge of the Willow Creek Valley, following the now abandoned Union Pacific Railroad from MP 8.4 to MP 10.0, before crossing State Highway 74 about 0.9 mile north of the community of Cecil. At MP 10.4 the alternative proceeds due east crossing Schoolhouse Canyon at about MP 11.0, Immigrant Road at about MP 13.2, Squaw Butte at MP 14.5, and both the Oregon National Historic Trail and Fourmile Canyon at MP 15.0. At MP 16.5 the alternative proceeds southeast crossing Ella Road and Sixmile Canyon and passing approximately 0.4 mile south of the community of Ella, Oregon. The route continues east from MP 17.3 parallel to the southern boundary of the Boardman Conservation Area and the Boardman Bombing Range from MPs 20.3 to about MP 26.6.

The route passes to the south of Butter Creek Junction before leaving Morrow County and entering Umatilla County at MP 36.9. At MP 40.0, the alternative leaves Umatilla County and heads south back into Morrow County.

Continuing southeasterly in Morrow County, the route crosses NFD Road 827 at MP 43.5 and then heads back across the county line into Umatilla County at approximately MP 47.3. The alternative then angles south to cross Slusher Canyon and an unnamed road at MP 49.4, before continuing 3.3 miles to join with the Proposed Route at its MP 57.6.

The Bombing Range South Alternative is 52.7 miles long as compared to the corresponding segment of the Proposed Route, which is 57.6 miles long. .

4.2.2 Glass Hill Alternative

The Glass Hill Alternative (Figure 4.1.3-1 and Appendix E, Maps 20 to 23), stretching 16.8 miles, is located southwest of the city of La Grande, Oregon, in Union County. The Glass Hill Alternative was added because it avoids an Eastern Oregon University Rebarrow Research Forest at the northern end of

Glass Hill. In addition, the Glass Hill Alternative was reviewed by an engineering team to minimize route construction difficulty through the very severe topography throughout this area.

The Glass Hill Alternative departs from the Proposed Route at MP 109.5 approximately 1.0 mile south of State Highway 244 in Union County, Oregon. Following ridgelines to the east of the Proposed Route, the alternative proceeds southeast across Mill Canyon Road at MP 1.5 and across Little Graves Creek at approximately MP 2.0 before turning south toward Elk Mountain and crossing the Proposed Route at the alternative's MP 5.3 (Proposed Route MP 115.1). From MP 6.0 the alternative proceeds east across the foothills of Elk Mountain, crossing Graves Creek at MP 6.8, Little Rock Creek at MP 7.3, and Rock Creek at MP 9.2. Traversing a canyon at MP 9.5, the alternative proceeds up the western slope of Glass Hill, crossing Glass Hill Road at MP 9.9 before reaching the top of Glass Hill at about MP 10.4. The alternative begins its descent down the eastern slope of Glass Hill, crossing several switchbacks and severe terrain as it angles southeasterly toward Ladd Canyon and I-84. Crossing Ladd Canyon Road and Ladd Creek at MP 13.2, the alternative continues southeasterly for approximately the next 3.6 miles, across the foothills of Baldy Mountain, until joining with the Proposed Route at its MP 127.4.

The Glass Hill Alternative is 16.8 miles long as compared the corresponding segment of the Proposed Route, which is 17.9 miles long.

4.2.3 Clover Creek Valley Alternative

The Clover Creek Valley Alternative, shown in Figure 4.1.3-1 and in Appendix E, Maps 23 and 24, was carried forward to avoid crossing the northern end of the Clover Creek Valley, which is actively farmed and zoned Exclusive Farm Use. The Clover Creek Valley Alternative, while avoiding the farmland by crossing to the north of the valley, does require two crossings of an existing 230-kV line within a stretch of 2.7 miles.

The Clover Creek Valley Alternative angles east away from the Proposed Route at MP 127.4, crossing over the existing Idaho Power 230-kV transmission line at MP 0.5 before turning southeast to cross to the east side of I-84 at MP 1.4, where it is offset north and east approximately 1,400 feet from the existing 230-kV line. Proceeding south, the alternative crosses the existing 230-kV line a second time at MP 3.2 and continues for approximately 1.4 miles before joining with the Proposed Route at its MP 131.7.

The Clover Creek Alternative is 4.7 miles long as compared the corresponding segment of the Proposed Route, which is 4.2 miles long.

4.2.4 Virtue Flat Alternative

The Virtue Flat Alternative, shown in Figure 4.1.4-1 and in Appendix E Maps 66 to 68, is located in central Baker County, east of Baker City and the National Historic Oregon Trail Interpretive Center. Idaho Power recognizes this alterative crosses a 2-mile active sage-grouse lek buffer zone considered ODFW Category 1 Habitat; however, there is local citizen interest in locating the route farther from the National Historic Oregon Trail Interpretive Center. Idaho Power believes evaluation of the Virtue Flat Alternative in conjunction with the Proposed Route would allow for an analysis and balancing of recognized resource issues. As a result, this alternative is being carried forward for further detailed study.

The Virtue Flat Alternative angles east away from the Proposed Route at MP 155.2, approximately 1.8 miles northeast of the National Historic Oregon Trail Interpretive Center. Proceeding southeast, the alternative angles through steep terrain before crossing Keating Cutoff Road at about MP 2.1 and State Highway 86 at MP 2.4. At approximately MP 4.5, this alternative turns south, crossing Ruckles Creek and Ruckles Creek Road between MP 5.0 and MP 5.1, an unnamed road at about MP 5.7 and First Creek Road at MP 6.7. The alternative angles southeast at MP 7.5 for approximately 1.7 miles before turning

due south and continuing for 4 miles through significant topography until joining with the Proposed Route at MP 170.4, approximately 2.0 miles northeast of Pleasant Valley.

The Virtue Flat Alternative is 13.3 miles long as compared the corresponding segment of the Proposed Route, which is 15.2 miles long.

4.2.5 Weatherby Alternative

The Weatherby Alternative, shown in Figure 4.1.4-1 and in Appendix E, Maps 34 and 35, is located east of I-84 and the Burnt River in Baker County, Oregon. The Weatherby Alternative is being carried forward in the event that the corresponding section of the Proposed Route proves infeasible due to potential construction or other issues along I-84. However, the alternative crosses severe terrain and may face significant construction difficulties as well.

The Weatherby Alternative departs from the Proposed Route at MP 186.7 and immediately crosses the Oregon National Historic Trail, Sisley Creek Road, and Sisley Creek at approximately MP 0.4. Traversing Gold Cliff Gulch at MP 0.8, the alternative turns south and travels along severe slopes for about 2.5 miles. After angling southeasterly at MP 1.7 the alternative crosses Quartz Gulch at MP 2.3 and follows it south for approximately the next 0.5 mile. The alternative crosses Jordan Creek and an unnamed road at MP 3.3 before crossing Lookout Mountain Road and proceeding south across the Oregon National Historic Trail at MP 4.4. Just east of Dixie, the alternative angles to the southwest, across an existing 69-kV transmission line at MP 4.8 followed by the Burnt River, I-84, and an existing 138-kV transmission line between MP 4.8 and MP 5.0 before joining with the Proposed Route at its MP 191.6.

The Weatherby Alternative is 5.1 miles long as compared the corresponding segment of the Proposed Route, which is 4.9 miles long.

4.2.6 Owyhee River Below Dam Alternative

The Owyhee River Below Dam Alternative, located in Malheur County, Oregon, is shown in Figure G4.1.5-1 and in Appendix E, Maps 47 to 48. This alternative, from an engineering viewpoint, provides advantages in constructability. However, while both the Proposed Route and the alternative cross a designated environmentally sensitive landscape called the Owyhee Below Dam ACEC, the alternative crosses and bisects a larger intact portion of the area than the Proposed Route does.

Leaving from the Proposed Route at MP 259.2, just south of the existing Summer Lake to Midpoint 500-kV transmission line, the Owyhee River Below Dam Alternative heads southeast for approximately 1.2 miles where it angles due east. At MP 3.0 the alternative angles southeast across Haystack Rock Road, the Owyhee River, and Owyhee Lake Road between MP 3.0 and MP 3.2, approximately 1.4 miles north of the Owyhee Dam. East of the river, the alternative crosses an unnamed road at MP 3.5 before joining with the Proposed Route at its MP 262.9.

The Owyhee River Below Dam Alternative is 3.9 miles long as compared the corresponding segment of the Proposed Route, which is 3.7 miles long.

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5 REFERENCES

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APPENDIX A

Constraints and Opportunities

Table A-1. Constraints and Opportunities

	Resource Type	Constraint/Opportunity	Source
1	Cultural Resources	Burns District Archaeological Site	BLM Field Offices
2	Cultural Resources	Vale District Cultural Site	BLM Field Offices
3	Cultural Resources	Cemetery	USGS
4	Cultural Resources	Historic Trail/Oregon Trail	BLM
5	Cultural Resources	National Register Historic Place	NRHP
6	Cultural Resources	Intact Oregon National Historic Trail Segment (OR BLM)	BLM
7	Cultural Resources	Oregon National Historic Trail Brochure - Trailrut	NPS/BLM/USFS National Parks and Monuments brochure
8	Cultural Resources	Oregon National Historic Trail Visitor's Center	USGS/Aerial Image
9	Cultural Resources	Native American Traditional Use Areas	BLM Field Office
10	Visual Resources	Viewshed Area (Baker County)	Baker County, OR Planning Department
11	Visual Resources	Devine Scenic Corridor (Burns District)	BLM Field Office
12	Visual Resources	Nationally Designated Scenic Byway	NSBP
13	Visual Resources	National Forest Visual Quality Objective: Maximum Modification	USFS
14	Visual Resources	National Forest Visual Quality Objective: Modification	USFS
15	Visual Resources	National Forest Visual Quality Objective: Partial Retention	USFS
16	Visual Resources	National Forest Visual Quality Objective: Retention	USFS
17	Visual Resources	National Forest Visual Quality Objective: Preservation	USFS
18	Visual Resources	BLM Visual Resource Management Class 1	BLM Field Offices
19	Visual Resources	BLM Visual Resource Management Class 2	BLM Field Offices
20	Visual Resources	BLM Visual Resource Management Class 3	BLM Field Offices
21	Visual Resources	BLM Visual Resource Management Class 4	BLM Field Offices

Table A-1. Constraints and Opportunities (continued)

	Resource Type	Constraint/Opportunity	Source
22	Fish and Wildlife	ODFW Conservation Opportunity Area	ODFW
23	Fish and Wildlife	IDFG Focal Area	IDFG
24	Fish and Wildlife	ODFW Big Game Deer Winter Range	ODFW
25	Fish and Wildlife	ODFW Big Game Elk Winter Range	ODFW
26	Fish and Wildlife	IDFG Big Game Crucial Winter Range	IDFG
27	Fish and Wildlife	Pronghorn Antelope Habitat (Boise District, ID)	BLM Field Office
28	Fish and Wildlife	Prineville District Fish Restoration Area	BLM Field Office
29	Fish and Wildlife	Prineville District Wildlife Habitat Seasonal Closure Area	BLM Field Office
30	Fish and Wildlife	Washington Ground Squirrel 785ft Habitat Buffer	TNC
31	Fish and Wildlife	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	ODFW
32	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	ODFW
33	Fish and Wildlife	Sage-grouse Core Area 3: Non-Sagebrush Shrublands and Grasslands (Oregon)	ODFW
34	Fish and Wildlife	Sage-grouse Key Habitat Area (Idaho)	BLM
35	Fish and Wildlife	Sage-grouse Restoration Habitat Type 1: Perennial Grasslands (Idaho)	BLM
36	Fish and Wildlife	Sage-grouse Restoration Habitat Type 2: Annual Grass Understories (Idaho)	BLM
37	Fish and Wildlife	Within 2-mile Idaho Sage-grouse Lek Buffer (Unknown)	BLM
38	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Occupied)	ODFW
39	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Occupied but able to Permit)	ODFW
40	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Unoccupied)	ODFW
41	Fish and Wildlife	Special Status Stream: Bull Trout	USFWS
42	Fish and Wildlife	Special Status Stream: Chinook Salmon	StreamNet
43	Fish and Wildlife	Special Status Stream: Coho Salmon	StreamNet
44	Fish and Wildlife	Special Status Stream: Cutthroat Trout	StreamNet

Table A-1. Constraints and Opportunities (continued)

	Resource Type	Constraint/Opportunity	Source
45	Fish and Wildlife	Special Status Stream: Red Band Trout	StreamNet
46	Fish and Wildlife	Special Status Stream: Steelhead	StreamNet
47	Fish and Wildlife	Wild Horse and Burro Area (OR BLM)	BLM
48	Land Use	Area of Critical Environmental Concern	BLM
49	Land Use	Airport/Airstrips	USGS
50	Land Use	Community Parks	IDPR
51	Land Use	Fish Hatcheries	ODFW
52	Land Use	Hospitals	OR Geospatial Enterprise Office
53	Land Use	Dairy Farms	ID Dept. of Agriculture, ID Dept. of Environmental Quality
54	Land Use	Recreation Sites	USGS, BLM, IDPR
55	Land Use	Wind Turbines	Morrow County, OR Planning Department; Aerial Image
56	Land Use	BLM Wild and Scenic River: Recreation	BLM
57	Land Use	BLM Wild and Scenic River: Suitable Lands (Prineville District, OR)	BLM
58	Land Use	Burns District Off-Highway Vehicle: Seasonal Closure	BLM Field Office
59	Land Use	Burns District ROW Avoidance Corridor	BLM Field Office
60	Land Use	City Impact Area - Idaho	ID County Comprehensive Plans
61	Land Use	Confederated Tribes of the Umatilla Indian Reservation	Umatilla County, OR Department of Land Use Planning
62	Land Use	Cropland/Irrigated Agriculture	USDA/NRCS
63	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	DLCD
64	Land Use	Forested Land: Private	NLCD
65	Land Use	Forested Land: Public	NLCD
66	Land Use	Grazing Allotment - ID	BLM
67	Land Use	Grazing/Pasture - OR	BLM
68	Land Use	Lands with Wilderness Characteristics (OR BLM)	BLM
69	Land Use	Morrow County Park	Morrow County, OR Planning Department
70	Land Use	National Forest Old Growth Forest Stand	USFS
71	Land Use	National Forest: Special Interest Area	USFS
72	Land Use	Naval Weapons System Training Facility	DoD

Table A-1. Constraints and Opportunities (continued)

	Resource Type	Constraint/Opportunity	Source
73	Land Use	North Powder Valley	USGS
74	Land Use	Noxious Weeds (OR BLM)	BLM
75	Land Use	ODFW Wildlife Management Area	ODFW
76	Land Use	Oregon State Park	ORPD
77	Land Use	Prineville District Lands Proposed for Acquisition by the BLM	BLM Field Office
78	Land Use	Prineville District Noxious Weeds	BLM Field Office
79	Land Use	Prineville District Off-Highway Vehicle: Limited Use	BLM Field Office
80	Land Use	Prineville District Proposed Area of Critical Environmental Concern	BLM Field Office
81	Land Use	Prineville District Special Recreation Management Area	BLM Field Office
82	Land Use	Proposed Wilderness Study Area (ONDA)	ONDA
83	Land Use	Proposed Wind Farm Boundary (Burns District, OR)	BLM Field Office
84	Land Use	Recreation Area (OR BLM)	BLM
85	Land Use	Restricted Airspace - Airport	URS Corporation
86	Land Use	Special Recreation Management Area (Malheur RA, Vale District, OR)	BLM Field Offices
87	Land Use	The Nature Conservancy: Portfolio	TNC
88	Land Use	The Nature Conservancy: Preserve	TNC
89	Land Use	Urban Area	ESRI Streetmap
90	Land Use	Urban Growth Boundary - Oregon	ODOT, OR Employment Dept., DLCD, OR Geospatial Enterprise Office
91	Land Use	Vale District Off-Highway Vehicle: Limited to Designated Routes	BLM Field Office
92	Land Use	Vale District Off-Highway Vehicle: Limited to Existing Routes	BLM Field Office
93	Land Use	Virtue Flat OHV	BLM Field Office
94	Land Use	Wind Farm Boundary	Morrow County, OR Planning Department
95	Ownership	Bureau of Land Management	BLM
96	Ownership	Bureau of Reclamation	BLM
97	Ownership	Military Land	BLM
98	Ownership	Other Federal Land	BLM
99	Ownership	Private	BLM
100	Ownership	State Land	BLM
101	Ownership	U.S. Forest Service	BLM
102	Ownership	Water	BLM
103	Geological Resources	Erosion Hazard: High (Prineville District, OR)	BLM Field Office
104	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co., OR data n/a)	NRCS
105	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co., OR data n/a)	NRCS

Table A-1. Constraints and Opportunities (continued)

	Resource Type	Constraint/Opportunity	Source
106	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co., OR data n/a)	NRCS
107	Geological Resources	Idaho Landslide Susceptibility: Moderate	USGS
108	Geological Resources	Idaho Landslide Susceptibility: Low	USGS
109	Geological Resources	Fault Lines	USGS
110	Geological Resources	U.S. Geological Survey Active Mining Area	USGS
111	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	NRCS, SSURGO
112	Geological Resources	Oregon Landslide Feature: Fan	SLIDO v1
113	Geological Resources	Oregon Landslide Feature: Landslide	SLIDO v1
114	Geological Resources	Oregon Landslide Feature: Talus-Colluvium	SLIDO v1
115	Slope	Slope 0-15	USGS
116	Slope	Slope 15-25	USGS
117	Slope	Slope 25-35	USGS
118	Slope	Slope >35	USGS
119	Water and Wetlands	Floodplain: 500-yr Flood Zone	FEMA
120	Water and Wetlands	Floodplain: Area Not Mapped	FEMA
121	Water and Wetlands	Floodplain: Not in Flood Zone	FEMA
122	Water and Wetlands	Floodplain: Zone A	FEMA
123	Water and Wetlands	Floodplain: Zone ANI	FEMA
124	Water and Wetlands	National Wetland Inventory	NWI
125	Water and Wetlands	Oregon Watershed Restoration Inventory Project Areas	OWRI
126	Water and Wetlands	Snake River	ESRI Streetmap
127	Water and Wetlands	Oregon State Scenic Waterway	ORPD
128	Other Features	Existing Pipeline	Penwell
129	Other Features	Vale District Utility Corridor	BLM Field Office
130	Other Features	West-wide Energy Corridor	Argonne National Laboratory – DOE

Table A-1. Constraints and Opportunities (continued)

	Resource Type	Constraint/Opportunity	Source
131	Other Features	National Forest Utility Corridor	USFS
132	Oregon Statewide Zoning	Oregon Statewide Zoning: Agriculture	DLCD
133	Oregon Statewide Zoning	Oregon Statewide Zoning: Forest	DLCD
134	Oregon Statewide Zoning	Oregon Statewide Zoning: Rural Commercial	DLCD
135	Oregon Statewide Zoning	Oregon Statewide Zoning: Rural Industrial	DLCD
136	Oregon Statewide Zoning	Oregon Statewide Zoning: Rural Residential	DLCD
137	Oregon Statewide Zoning	Oregon Statewide Zoning: Agriculture (Range)	DLCD
138	Oregon Statewide Zoning	Oregon Statewide Zoning: Urban	DLCD
139	Morrow County, OR Zoning	Morrow County: Exclusive Farm Use	Morrow County, OR Planning Department
140	Morrow County, OR Zoning	Morrow County: Forest Use	Morrow County, OR Planning Department
141	Morrow County, OR Zoning	Morrow County: General Industrial	Morrow County, OR Planning Department
142	Morrow County, OR Zoning	Morrow County: Public Use	Morrow County, OR Planning Department
143	Morrow County, OR Zoning	Morrow County: Space Age Industrial	Morrow County, OR Planning Department
144	Morrow County, OR Zoning	Morrow County: STR	Morrow County, OR Planning Department
145	Union County, OR Zoning	Union County: Agriculture Grazing A-2	Union County, OR Planning Department
146	Union County, OR Zoning	Union County: Exclusive Farm Use A-1	Union County, OR Planning Department

Table A-1. Constraints and Opportunities (continued)

	Resource Type	Constraint/Opportunity	Source
147	Union County, OR Zoning	Union County: Timber Grazing A-4	Union County, OR Planning Department
148	Baker County, OR Zoning	Baker County: Airport Overlay	Baker County, OR Planning Department
149	Baker County, OR Zoning	Baker County: Exclusive Farm Use	Baker County, OR Planning Department
150	Baker County, OR Zoning	Baker County: Industrial	Baker County, OR Planning Department
151	Baker County, OR Zoning	Baker County: Mining Extraction	Baker County, OR Planning Department
152	Baker County, OR Zoning	Baker County: Primary Forest	Baker County, OR Planning Department
153	Baker County, OR Zoning	Baker County: Recreation/Residential RR1	Baker County, OR Planning Department
154	Baker County, OR Zoning	Baker County: Recreation/Residential RR5	Baker County, OR Planning Department
155	Baker County, OR Zoning	Baker County: Timber Grazing	Baker County, OR Planning Department
156	Baker County, OR Zoning	Baker County: Watershed Overlay	Baker County, OR Planning Department
157	Harney County, OR Zoning	Harney County: Farm & Ranch Use - 160 AC	Harney County, OR GIS Department
158	Harney County, OR Zoning	Harney County: Farm & Ranch Use - 80 AC	Harney County, OR GIS Department
159	Harney County, OR Zoning	Harney County: Forest Use	Harney County, OR GIS Department
160	Washington County, ID Zoning	Washington County: Agricultural Area	Washington County, ID Comprehensive Plan
161	Washington County, ID Zoning	Washington County: Residential Area	Washington County, ID Comprehensive Plan

Table A-1. Constraints and Opportunities (continued)

	Resource Type	Constraint/Opportunity	Source
162	Payette County, ID Zoning	Payette County: Agriculture 1	Payette County, ID Comprehensive Plan
163	Payette County, ID Zoning	Payette County: Agriculture 2	Payette County, ID Comprehensive Plan
164	Payette County, ID Zoning	Payette County: Commercial	Payette County, ID Comprehensive Plan
165	Payette County, ID Zoning	Payette County: Government	Payette County, ID Comprehensive Plan
166	Payette County, ID Zoning	Payette County: Greenway	Payette County, ID Comprehensive Plan
167	Payette County, ID Zoning	Payette County: Industrial	Payette County, ID Comprehensive Plan
168	Payette County, ID Zoning	Payette County: Mixed Agriculture	Payette County, ID Comprehensive Plan
169	Payette County, ID Zoning	Payette County: Rural Residential	Payette County, ID Comprehensive Plan

Notes:
BLM – Bureau of Land Management
DoD – Department of Defense
DOE – Department of Energy
DLCD – Department of Land Conservation and Development
FEMA – Federal Emergency Management Agency
IDFG – Idaho Department of Fish and Game
IDPR – Idaho Department of Parks and Recreation
NLCD –National Land Cover Database
NPS – National Park Service
NRCS – Natural Resources Conservation Service
NRHP – National Register of Historic Places
NSBP – National Scenic Byway Program
NWI – National Wetlands Inventory
ODOT – Oregon Department of Transportation
ONDA – Oregon Natural Desert Association
ORPD – Oregon Parks and Recreation Department
OWRI – Oregon Watershed Restoration Inventory
SLIDO –Statewide Landslide Information Database of Oregon
SSURGO –Soil Survey Geographic Database
USDA – U.S. Department of Agriculture
USFWS – U.S. Fish and Wildlife Service
USGS – U.S. Geological Survey

APPENDIX B

Community Criteria

Definitions

Placement Opportunities – Project Advisory Teams identified areas for the transmission line that would be preferred by the communities.

Avoidance Areas – Project Advisory Teams identified areas that are important to the communities. The communities recommend avoiding these areas when siting the transmission line.

North Project Advisory Area

Placement Opportunities	Avoidance Areas
Existing energy corridors	Irrigated farmland
West-wide energy corridor	Bisecting fields
Public land (federal and state)	Aerial spraying activity areas
Transportation & rail corridors	Scenic viewsheds
Across the bombing range	Areas that have potential for residential and/or business development
Co-locate with wind farms	Urban growth boundaries
Private property (owned by people who want the line on their land)	Areas of tourism
	Historic landmarks
	Narrow valleys with agricultural operations
	Private resource land (i.e., timber)
	Sensitive wildlife areas (i.e., sage-grouse leks)
	Water resources and wetlands
	Schools
	City impact areas
	Private residences
	Confined animal feeding operations

Central Project Advisory Area

Placement Opportunities	Avoidance Areas
Existing energy corridors	Exclusive Farm Use (EFU) land
West-wide energy corridor	Irrigated farmland
Public land (federal and state)	Bisecting fields
Transportation & rail corridors	Aerial spraying activity areas
	Rangeland
	Scenic viewsheds
	Areas that have potential for residential and/or business development
	Areas of tourism (specifically the Oregon Trail Interpretive Center)
	Historic landmarks (specifically the Oregon Trail)
	Narrow valleys with agricultural operations
	Private resource land (i.e., timber)
	Sensitive wildlife areas (i.e., sage-grouse leks)
	Water resources and wetlands

Central Project Advisory Area

Placement Opportunities	Avoidance Areas
	Schools Private residences Medical facilities Airports Developed areas for recreation (Wolf Creek, parks) South La Grande Powder River Valley Designated scenic highway routes High priority noxious weed sites Below Thief Valley Howard Meadows area

South Project Advisory Area

Placement Opportunities	Avoidance Areas
Existing energy corridors West-wide energy corridor Public land (federal and state) Transportation & rail corridors	EFU land in Oregon Prime farmland in Idaho Irrigated farmland Bisecting fields Aerial spraying activity areas Private rangeland Scenic viewsheds Areas that have potential for residential and/or business development Urban growth boundaries Areas of tourism Historic landmarks Narrow valleys with agricultural operations Private resource land (i.e., timber) Sensitive wildlife areas (i.e., sage-grouse leks) Water resources and wetlands Schools City impact areas Private residences Confined animal feeding operations

Grant County Project Advisory Area

Placement Opportunities	Avoidance Areas
Existing energy corridors I-84 corridor Direct route between Boardman and Hemingway	Undeveloped areas Wilderness areas Rural areas Roadless areas Designated wild and scenic rivers - Riparian areas (strips of land that border creeks, rivers or other bodies of water.) Critical watershed enhancement and restoration areas Scenic areas - The cedar grove - The fossil beds - Viewsheds Recreation areas Wildlife habitats - Big game winter range - Sage-grouse leks - Threatened and endangered species Forest land and old growth Private property EFU land

Harney County Project Advisory Area

Placement Opportunities	Avoidance Areas
Existing energy corridors I-84 corridor Areas with potential for wind power Direct route between Boardman and Hemingway	Wildlife habitats - Sage-grouse leks Undeveloped areas Wilderness areas Riparian areas (strips of land that border creeks, rivers or other bodies of water.) EFU land Private land Forests and timberland Roadless areas

APPENDIX C

Constraints Crossed – Permitting Difficulty Overview

Table C-1. Constraints Crossed – Permitting Difficulty Overview

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]
1	Cultural Resources	Burns District Archaeological Site	Avoidance High	
2	Cultural Resources	Vale District Cultural Site	Avoidance High	
3	Cultural Resources	Within 500ft of Cemetery	Avoidance Mod	
4	Cultural Resources	Within 1200ft Historic Trail Buffer	Avoidance Mod	
5	Cultural Resources	Within .5mi National Register Historic Place Buffer	Avoidance High	
6	Cultural Resources	Intact Oregon Trail Segment (OR BLM)	Avoidance High	
7	Cultural Resources	Oregon Trail Brochure - Trailrut	Avoidance High	
8	Visual Resources	Viewshed Area (Baker County)	Avoidance High	CC
9	Visual Resources	Devine Scenic Corridor (Burns District)	Avoidance Mod	
10	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	CC
11	Visual Resources	National Forest Visual Quality Objective: Maximum Modification	Opportunity	
12	Visual Resources	National Forest Visual Quality Objective: Modification	Avoidance Mod	
13	Visual Resources	National Forest Visual Quality Objective: Partial Retention	Avoidance High	
14	Visual Resources	National Forest Visual Quality Objective: Retention	Exclusion	CC
15	Visual Resources	National Forest Visual Quality Objective: Preservation	Exclusion	CC
16	Visual Resources	BLM Visual Resource Management Class 2	Avoidance High	CC
17	Visual Resources	BLM Visual Resource Management Class 3	Avoidance Mod	
18	Visual Resources	BLM Visual Resource Management Class 4	Avoidance Low	
19	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low	
20	Fish and Wildlife	IDFG Focal Area	Avoidance Low	
21	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC
22	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC
23	Fish and Wildlife	IDFG Big Game Crucial Winter Range	Avoidance Mod	CC
24	Fish and Wildlife	Pronghorn Antelope Habitat (Boise District, ID)	Avoidance Mod	CC
25	Fish and Wildlife	Prineville District Fish Restoration Area	Avoidance Mod	
26	Fish and Wildlife	Prineville District Wildlife Habitat Seasonal Closure Area	Avoidance Mod	
27	Fish and Wildlife	Washington Ground Squirrel 785ft Buffer	Exclusion	
28	Fish and Wildlife	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	Avoidance Mod	
29	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low	
30	Fish and Wildlife	Sage-grouse Core Area 3: Non-Sagebrush Shrublands and Grasslands (Oregon)	Avoidance Low	
31	Fish and Wildlife	Sage-grouse Key Habitat Area (ID BLM)	Avoidance Mod	CC
32	Fish and Wildlife	Sage-grouse Restoration Habitat Type 1: Perennial Grasslands (ID BLM)	Avoidance Low	CC
33	Fish and Wildlife	Sage-grouse Restoration Habitat Type 2: Annual Grass Understories (ID BLM)	Avoidance Low	
34	Fish and Wildlife	Within 2-mile Idaho Sage-grouse Lek Buffer (Unknown)	Exclusion	
35	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Occupied)	Exclusion	CC
36	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Occupied but Permittable)	Avoidance Mod	CC
37	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Unoccupied)	Avoidance Low	
38	Fish and Wildlife	Within 300ft Special Status Stream: Bull Trout	Avoidance Mod	CC
39	Fish and Wildlife	Within 300-ft Special Status Stream: Chinook Salmon	Avoidance Mod	CC
40	Fish and Wildlife	Within 300-ft Special Status Stream: Coho Salmon	Avoidance Mod	CC
41	Fish and Wildlife	Within 300-ft Special Status Stream: Cutthroat Trout	Avoidance Mod	CC

Table C-1. Constraints Crossed - Permitting Difficulty Overview (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]
42	Fish and Wildlife	Within 300-ft Special Status Stream: Red Band Trout	Avoidance Mod	CC
43	Fish and Wildlife	Within 300-ft Special Status Stream: Steelhead	Avoidance Mod	CC
44	Fish and Wildlife	Wild Horse and Burro Area (OR BLM)	Avoidance Low	
45	Land Use	Burns District ROW Avoidance Corridor	Avoidance High	
46	Land Use	North Powder Valley	Avoidance Low	CC
47	Land Use	Cropland/Irrigated Agriculture	Avoidance High	
48	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High	
49	Land Use	Grazing Allotment - ID	Avoidance Low	
50	Land Use	Grazing/Pasture - OR	Avoidance Low	
51	Land Use	City Impact Area - Idaho	Avoidance High	
52	Land Use	Urban Growth Boundary - Oregon	Avoidance High	CC
53	Land Use	Urban Area	Avoidance High	CC
54	Land Use	Naval Weapons System Training Facility	Avoidance Mod	CC
55	Land Use	Restricted Airspace - Airport	Exclusion	
56	Land Use	Forested Land: Private	Avoidance Mod	
57	Land Use	Forested Land: Public	Avoidance Mod	
58	Land Use	National Forest Old Growth Forest Stand	Exclusion	CC
59	Land Use	National Forest: Special Interest Area	Avoidance Mod	
60	Land Use	Area of Critical Environmental Concern	Avoidance High	
61	Land Use	Prineville District Proposed Area of Critical Environmental Concern	Avoidance High	
62	Land Use	Prineville District Lands Proposed for Acquisition by the BLM	Avoidance Low	
63	Land Use	Prineville District Noxious Weeds	Avoidance Low	
64	Land Use	Noxious Weeds (OR BLM)	Avoidance Low	
65	Land Use	Prineville District Off-Highway Vehicle: Limited Use	Avoidance Low	
66	Land Use	Burns District Off-Highway Vehicle: Seasonal Closure	Avoidance Low	
67	Land Use	Vale District Off-Highway Vehicle: Limited to Designated Routes	Avoidance Low	
68	Land Use	Vale District Off-Highway Vehicle: Limited to Existing Routes	Avoidance Low	
69	Land Use	Oregon State Park	Exclusion	
70	Land Use	Morrow County Park	Exclusion	
71	Land Use	Virtue Flat OHV Park	Avoidance Mod	
72	Land Use	Recreation Area (OR BLM)	Avoidance High	
73	Land Use	Special Recreation Management Area (Malheur RA, Vale District, OR)	Avoidance Mod	CC
74	Land Use	Prineville District Special Recreation Management Area	Avoidance Mod	
75	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod	
76	Land Use	The Nature Conservancy: Preserve	Exclusion	
77	Land Use	Proposed Wind Farm Boundary (Burns District, OR)	Avoidance High	
78	Land Use	Wind Farm Boundary	Avoidance High	
79	Land Use	Wind Turbine 1,200-ft Buffer Zone	Avoidance High	
80	Land Use	ODFW Wildlife Management Area	Exclusion	
81	Land Use	BLM Wild and Scenic River: Recreation	Avoidance High	
82	Land Use	BLM Wild and Scenic River: Suitable Lands (Prineville District, OR)	Avoidance Mod	
83	Land Use	Proposed Wilderness Study Area (ONDA)	Avoidance Low	
84	Land Use	Lands with Wilderness Characteristics (OR BLM)	Avoidance Mod	

Table C-1. Constraints Crossed - Permitting Difficulty Overview (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]
85	Land Use	Confederated Tribes of the Umatilla Indian Reservation	Exclusion	
86	Ownership	Bureau of Land Management	Avoidance Low	CC
87	Ownership	Bureau of Reclamation	Avoidance Low	CC
88	Ownership	Military Land	Avoidance Low	CC
89	Ownership	Other Federal Land	Avoidance Low	CC
90	Ownership	Private	Avoidance Low	CC
91	Ownership	State Land	Avoidance Low	CC
92	Ownership	U.S. Forest Service	Avoidance Low	CC
93	Ownership	Water	Avoidance High	
94	Geological Resources	Erosion Hazard: High (Prineville District, OR)	Avoidance Mod	
95	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co., OR data n/a)	Avoidance Mod	
96	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co., OR data n/a)	Avoidance Mod	
97	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co., OR data n/a)	Avoidance Low	
98	Geological Resources	Idaho Landslide Susceptibility: Moderate	Avoidance Mod	
99	Geological Resources	Idaho Landslide Susceptibility: Low	Avoidance Low	
100	Geological Resources	Within 500ft of Fault Line	Avoidance Low	
101	Geological Resources	U.S. Geological Survey Active Mining Area	Avoidance High	
102	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC
103	Geological Resources	Oregon Landslide Feature: Fan	Avoidance Mod	
104	Geological Resources	Oregon Landslide Feature: Landslide	Avoidance Mod	
105	Geological Resources	Oregon Landslide Feature: Talus-Colluvium	Avoidance Mod	
106	Slope	Slope 0-15	Opportunity	
107	Slope	Slope 15-25	Avoidance Low	
108	Slope	Slope 25-35	Avoidance Mod	
109	Slope	Slope >35	Avoidance High	
110	Water and Wetlands	Floodplain: 500-yr Flood Zone	Avoidance Low	
111	Water and Wetlands	Floodplain: Area Not Mapped	Avoidance Low	
112	Water and Wetlands	Floodplain: Not in Flood Zone	Avoidance Low	
113	Water and Wetlands	Floodplain: Zone A	Avoidance Mod	
114	Water and Wetlands	Floodplain: Zone ANI	Avoidance Mod	
115	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC
116	Water and Wetlands	Oregon Watershed Restoration Inventory Project (within 500ft Buffer of linear feature)	Avoidance Mod	
117	Water and Wetlands	Oregon Watershed Restoration Inventory Project (within 500ft of site location)	Avoidance High	
118	Water and Wetlands	Oregon Watershed Restoration Inventory Project Area	Avoidance Low	
119	Water and Wetlands	Snake River	Avoidance High	
120	Water and Wetlands	Oregon State Scenic Waterway	Exclusion	
121	Other Features	Within 200ft of Existing Pipeline	Opportunity	CC
122	Other Features	Vale District Utility Corridor	Opportunity	
123	Other Features	West-wide Energy Corridor	Opportunity	CC
124	Other Features	National Forest Utility Corridor	Opportunity	CC

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1, Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

APPENDIX D

Constraints Crossed – Data Tables

Table D-1. Boardman Data Table

	Resource Group	Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	NORTH ROUTE (MO1-MO2-MO4-MO5-MO7-UM1)	CENTRAL ROUTE (MO1-MO10-MO9-MO8-MO11-MO12-MO13-MO14-MO15-MO16-MO17-MO18-MO21-MO23-UM1)	SOUTH ROUTE (MO1-MO10-MO9-MO8-MO11-MO12-MO13-MO14-MO15-MO16-MO26-MO22-MO23-UM1)
					LENGTH IN MILES		
				TOTAL LENGTH	**57.3**	**52.7**	**54.6**
1	Cultural Resources	Within 1200ft Historic Trail Buffer	Avoidance Mod		0.5	0.7	0.7
2	Cultural Resources	Intact Oregon Trail Segment (OR BLM)	Avoidance High		-	0.3	0.3
3	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	CC	-	1.0	1.0
4	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		13.1	20.7	16.2
5	Fish and Wildlife	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	Avoidance Mod		0.5	0.2	0.2
6	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		31.8	18.6	17.9
7	Land Use	Cropland/Irrigated Agriculture	Avoidance High		14.6	8.3	7.8
8	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		57.3	52.7	54.6
9	Land Use	Naval Weapons System Training Facility	Avoidance Mod	CC	9.1	-	-
10	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		37.6	34.6	34.6
11	Land Use	Wind Farm Boundary	Avoidance High		-	1.3	1.3
12	Land Use	Wind Turbine 1200ft Buffer Zone	Avoidance High		-	0.3	0.3
13	Ownership	Military Land	Avoidance Low	CC	8.1	-	-
14	Ownership	Private	Avoidance Low	CC	49.2	52.7	54.6
15	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		18.3	38.2	40.0
16	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		16.9	11.1	11.5
17	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		22.1	3.2	3.0
18	Geological Resources	Within 500ft of Fault Line	Avoidance Low		0.2	-	0.2

Table D-2. Morgan-Ione Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (MO14-MO25)	EAST ROUTE (MO14-MO15-MO25)
					Length in Miles	
				TOTAL LENGTH	**21.9**	**25.2**
1	Cultural Resources	Within 1200ft Historic Trail Buffer	Avoidance Mod		0.5	0.7
2	Cultural Resources	Intact Oregon Trail Segment (OR BLM)	Avoidance High		0.5	0.3
3	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	CC	0.5	0.5
4	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		2.2	6.2
5	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	5.8	8.2
6	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		5.5	5.2
7	Land Use	Cropland/Irrigated Agriculture	Avoidance High		0.2	0.2
8	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		21.9	25.2
9	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		9.2	13.9
10	Ownership	Private	Avoidance Low	CC	21.9	25.2
11	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		19.2	22.7
12	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		0.5	0.3
13	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		2.3	2.2
14	Geological Resources	Within 500ft of Fault Line	Avoidance Low		0.2	0.2
15	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	19.5	23.0
16	Slope	Slope 0-15%	Opportunity		17.3	21.1
17	Slope	Slope 15-25%	Avoidance Low		3.1	2.5
18	Slope	Slope 25-35%	Avoidance Mod		1.2	1.3
19	Slope	Slope >35%	Avoidance High		0.3	0.3
20	Water and Wetlands	Floodplain: Not in Flood Zone	Avoidance Low		21.6	25.0
21	Water and Wetlands	Floodplain: Zone A	Avoidance Mod		0.3	0.2
22	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	0.1	-
23	Water and Wetlands	Oregon Watershed Restoration Inventory Project (within 500ft of site location)	Avoidance High		-	0.2
24	Water and Wetlands	Oregon Watershed Restoration Inventory Project Area	Avoidance Low		0.1	1.6
25	Other Features	Within 200ft of Existing Pipeline	Opportunity	CC	0.1	0.1

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1 Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

Table D-3. Umatilla National Forest Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (MO24-UM6)	EAST ROUTE (MO24-UM5-UM7-UM6)
					Length in Miles	
				TOTAL LENGTH	**41.3**	**50.7**
1	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	CC	0.5	0.5
2	Visual Resources	National Forest Visual Quality Objective: Maximum Modification	Opportunity		10.5	0.3
3	Visual Resources	National Forest Visual Quality Objective: Modification	Avoidance Mod		1.1	-
4	Visual Resources	National Forest Visual Quality Objective: Partial Retention	Avoidance High		0.2	0.3
5	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		-	26.7
6	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	28.6	42.9
7	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	13.6	15.4
8	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		24.2	42.2
9	Fish and Wildlife	Sage-grouse Core Area 3: Non-Sagebrush Shrublands and Grasslands (Oregon)	Avoidance Low		16.2	5.0
10	Fish and Wildlife	Within 300ft Special Status Stream: Red Band Trout	Avoidance Mod	CC	0.7	0.2
11	Fish and Wildlife	Within 300ft Special Status Stream: Steelhead	Avoidance Mod	CC	0.2	0.5
12	Land Use	Cropland/Irrigated Agriculture	Avoidance High		1.0	0.3
13	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		20.9	35.1
14	Land Use	Grazing/Pasture - OR	Avoidance Low		2.7	8.7
15	Land Use	Forested Land: Private	Avoidance Mod		5.0	4.9
16	Land Use	Forested Land: Public	Avoidance Mod		9.9	0.2
17	Land Use	National Forest Old Growth Forest Stand[3/]	Exclusion	CC	0.6	-
18	Land Use	Prineville District Lands Proposed for Acquisition by the BLM	Avoidance Low		1.2	-
19	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		0.6	0.8
20	Ownership	Private	Avoidance Low	CC	29.8	50.1
21	Ownership	U.S. Forest Service	Avoidance Low	CC	11.5	0.6
22	Geological Resources	Erosion Hazard: High (Prineville District, OR)	Avoidance Mod		-	1.0
23	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		2.1	14.2
24	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		12.4	13.8

Table D-3. Umatilla National Forest Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (MO24-UM6)	EAST ROUTE (MO24-UM5-UM7-UM6)
					Length in Miles	
				TOTAL LENGTH	**41.3**	**50.7**
25	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		10.6	13.1
26	Geological Resources	Within 500ft of Fault Line	Avoidance Low		0.1	0.6
27	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	24.3	31.0
28	Geological Resources	Oregon Landslide Feature: Talus-Colluvium	Avoidance Mod		0.3	-
29	Slope	Slope 0-15%	Opportunity		26.7	29.7
30	Slope	Slope 15-25%	Avoidance Low		9.4	11.2
31	Slope	Slope 25-35%	Avoidance Mod		4.1	7.1
32	Slope	Slope >35%	Avoidance High		1.1	2.8
33	Water and Wetlands	Floodplain: Area Not Mapped	Avoidance Low		16.9	32.6
34	Water and Wetlands	Floodplain: Not in Flood Zone	Avoidance Low		24.1	17.9
35	Water and Wetlands	Floodplain: Zone A	Avoidance Mod		0.3	0.3
36	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	0.4	0.1
37	Water and Wetlands	Oregon Watershed Restoration Inventory Project (within 500ft Buffer of linear feature)	Avoidance Mod		1.3	0.6
38	Water and Wetlands	Oregon Watershed Restoration Inventory Project (within 500ft of site location)	Avoidance High		0.1	-

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1 Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.
3/ Old-growth Forest Areas will be avoided during micro-siting.

Table D-4. Pilot Rock Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	SOUTH ROUTE (UM1-UM2-UM3)	NORTH ROUTE (UM1-UM3)
					Length in Miles	
				TOTAL LENGTH	**29.3**	**25.6**
1	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		10.3	11.1
2	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	12.9	5.5
3	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	6.4	5.5
4	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		25.2	17.5
5	Fish and Wildlife	Within 300ft Special Status Stream: Coho Salmon	Avoidance Mod	CC	-	0.1 (1 crossing)
6	Fish and Wildlife	Within 300ft Special Status Stream: Steelhead	Avoidance Mod	CC	0.3 (2 crossings)	0.1 (1 crossing)
7	Land Use	Cropland/Irrigated Agriculture	Avoidance High		0.1	-
8	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		29.3	25.8
9	Land Use	Forested Land: Private	Avoidance Mod		0.1	-
10	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		10.1	7.5
11	Ownership	Private	Avoidance Low	CC	29.3	25.8
12	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		9.3	13.7
13	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		15.9	10.5
14	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		4.1	1.5
15	Geological Resources	Within 500ft of Fault Line	Avoidance Low		0.6	0.2
16	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	23.8	22.5
17	Slope	Slope 0-15%	Opportunity		19.2	18.5
18	Slope	Slope 15-25%	Avoidance Low		4.4	3.2
19	Slope	Slope 25-35%	Avoidance Mod		3.7	1.9
20	Slope	Slope >35%	Avoidance High		2.1	2.1
21	Water and Wetlands	Floodplain: Area Not Mapped	Avoidance Low		29.3	20.1
22	Water and Wetlands	Floodplain: Not in Flood Zone	Avoidance Low		-	5.6
23	Water and Wetlands	Floodplain: Zone A	Avoidance Mod		-	0.1
24	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	-	-

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1, Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

Table D-5. West of National Forest Utility Corridor Data Table

	Resource Group	Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	NORTH ROUTE (MO16-MO17-MO18-MO21-MO23-UM1-UM3-UM4)	SOUTH ROUTE (MO16-MO26-MO24-UM5-UM9-UM4)
					Length in Miles	
				TOTAL LENGTH	**74.3**	**81.0**
1	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		20.7	21.3
2	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	8.8	48.7
3	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	13.1	13.5
4	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		33.4	51.2
5	Fish and Wildlife	Sage-grouse Core Area 3: Non-Sagebrush Shrublands and Grasslands (Oregon)	Avoidance Low		4.5	4.3
6	Fish and Wildlife	Within 300ft Special Status Stream: Coho Salmon	Avoidance Mod	CC	0.1	-
7	Fish and Wildlife	Within 300ft Special Status Stream: Steelhead	Avoidance Mod	CC	0.1	0.3
8	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		66.8	67.2
9	Land Use	Forested Land: Private	Avoidance Mod		6.3	6.0
10	Land Use	Forested Land: Public	Avoidance Mod		-	0.1
11	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		30.1	17.2
12	Ownership	Bureau of Land Management	Avoidance Low	CC	-	0.1
13	Ownership	Private	Avoidance Low	CC	74.3	80.8
14	Ownership	U.S. Forest Service	Avoidance Low	CC	-	0.1
15	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		42.8	32.2
16	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		16.3	14.8
17	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		7.6	22.0
18	Geological Resources	Within 500ft of Fault Line	Avoidance Low		1.0	1.1
19	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	64.6	56.1
20	Geological Resources	Oregon Landslide Feature: Fan	Avoidance Mod		4.6	-
21	Slope	Slope 0-15%	Opportunity		57.4	48.0
22	Slope	Slope 15-25%	Avoidance Low		8.6	15.2
23	Slope	Slope 25-35%	Avoidance Mod		4.0	11.5

Table D-5. West of National Forest Utility Corridor (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	**NORTH ROUTE** (MO16-MO17-MO18-MO21-MO23-UM1-UM3-UM4)	**SOUTH ROUTE** (MO16-MO26-MO24-UM5-UM9-UM4)
					Length in Miles	
				TOTAL LENGTH	**74.3**	**81.0**
24	Slope	Slope >35%	Avoidance High		4.4	6.2
25	Water and Wetlands	Floodplain: Area Not Mapped	Avoidance Low		41.5	38.8
26	Water and Wetlands	Floodplain: Not in Flood Zone	Avoidance Low		32.2	41.5
27	Water and Wetlands	Floodplain: Zone A	Avoidance Mod		0.7	0.6
28	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	0.1	-
29	Water and Wetlands	Oregon Watershed Restoration Inventory Project (within 500ft Buffer of linear feature)	Avoidance Mod		-	0.3
30	Other Features	Within 200ft of Existing Pipeline	Opportunity	CC	0.1	0.1
31	Other Features	Parallel to Existing Transmission Line	Opportunity		-	4.2

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1, Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

Table D-6. Blue Mountain Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	NORTH ROUTE (GR1-GR2-BA1)	SOUTH ROUTE (GR1-BA1)
					Length in Miles	
				TOTAL LENGTH	**30.2**	**30.1**
1	Visual Resources	National Forest Visual Quality Objective: Maximum Modification	Opportunity		10.3	6.2
2	Visual Resources	National Forest Visual Quality Objective: Modification	Avoidance Mod		17.3	2.1
3	Visual Resources	National Forest Visual Quality Objective: Partial Retention	Avoidance High		3.5	-
4	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		12.9	14.0
5	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	-	4.5
6	Fish and Wildlife	Prineville District Fish Restoration Area	Avoidance Mod		4.3	4.7
7	Fish and Wildlife	Prineville District Wildlife Habitat Seasonal Closure Area	Avoidance Mod		-	2.7
8	Fish and Wildlife	Sage-grouse Core Area 3: Non-Sagebrush Shrublands and Grasslands (Oregon)	Avoidance Low		29.9	30.1
9	Fish and Wildlife	Within 300ft Special Status Stream: Bull Trout	Avoidance Mod	CC	0.3 (2 crossings)	0.5 (3 crossings)
10	Fish and Wildlife	Within 300ft Special Status Stream: Chinook Salmon	Avoidance Mod	CC	0.2 (1 crossing)	0.4 (3 crossings)
11	Fish and Wildlife	Within 300ft Special Status Stream: Cutthroat Trout	Avoidance Mod	CC	0.5 (3 crossings)	-
12	Fish and Wildlife	Within 300ft Special Status Stream: Red Band Trout	Avoidance Mod	CC	1.4 (11 crossings)	2.1 (15 crossings)
13	Fish and Wildlife	Within 300ft Special Status Stream: Steelhead	Avoidance Mod	CC	1.5 (11 crossings)	2.0 (15 crossings)
14	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		0.4	5.7
15	Land Use	Forested Land: Private	Avoidance Mod		0.6	-
16	Land Use	Forested Land: Public	Avoidance Mod		26.7	21.1
17	Land Use	National Forest Old Growth Forest Stand[3/]	Exclusion	CC	2.0	0.7
18	Land Use	National Forest: Special Interest Area	Avoidance Mod		17.0	-
19	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		5.8	15.2
20	Ownership	Private	Avoidance Low	CC	0.6	-
21	Ownership	U.S. Forest Service	Avoidance Low	CC	29.6	30.1
22	Geological Resources	Erosion Hazard: High (Prineville District, OR)	Avoidance Mod		8.6	6.4

Table D-6. Blue Mountain Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	NORTH ROUTE (GR1-GR2-BA1)	SOUTH ROUTE (GR1-BA1)
					Length in Miles	
				TOTAL LENGTH	**30.2**	**30.1**
23	Geological Resources	Within 500ft of Fault Line	Avoidance Low		0.5	-
24	Geological Resources	U.S. Geological Survey Active Mining Area	Avoidance High		0.1	-
25	Geological Resources	Oregon Landslide Feature: Landslide	Avoidance Mod		4.9	5.9
26	Slope	Slope 0-15%	Opportunity		9.8	12.5
27	Slope	Slope 15-25%	Avoidance Low		11.7	9.7
28	Slope	Slope 25-35%	Avoidance Mod		6.4	4.8
29	Slope	Slope >35%	Avoidance High		2.3	3.1
30	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	-	-
31	Water and Wetlands	Oregon Watershed Restoration Inventory Project Area	Avoidance Low		-	13.3

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1, Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.
3/ Old-growth Forest Areas will be avoided during micro-siting.

Table D-7. Onion Creek Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	EAST ROUTE (UM8-BA21-BA19)	WEST ROUTE (UM8-GR6-BA19)
					Length in Miles	
				TOTAL LENGTH	**66.6**	**66.6**
1	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	CC	1.2	6.0
2	Visual Resources	National Forest Visual Quality Objective: Maximum Modification	Opportunity		2.4	1.7
3	Visual Resources	National Forest Visual Quality Objective: Modification	Avoidance Mod		18.5	43.5
4	Visual Resources	National Forest Visual Quality Objective: Partial Retention	Avoidance High		12.7	11.2
5	Visual Resources	National Forest Visual Quality Objective: Retention	Exclusion	CC	-	2.5
6	Visual Resources	National Forest Visual Quality Objective: Preservation	Exclusion	CC	-	0.1
7	Visual Resources	BLM Visual Resource Management Class 2 (Baker RMP)	Avoidance High		1.0	-
8	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		17.1	8.7
9	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	36.2	8.5
10	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	42.1	12.7
11	Fish and Wildlife	Prineville District Fish Restoration Area	Avoidance Mod		-	3.3
12	Fish and Wildlife	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	Avoidance Mod		1.6	-
13	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		9.5	3.6
14	Fish and Wildlife	Sage-grouse Core Area 3: Non-Sagebrush Shrublands and Grasslands (Oregon)	Avoidance Low		53.7	56.3
15	Fish and Wildlife	Within 300ft Special Status Stream: Bull Trout	Avoidance Mod	CC	1.2 (4 crossings)	2.4 (5 crossings)
16	Fish and Wildlife	Within 300ft Special Status Stream: Chinook Salmon	Avoidance Mod	CC	0.3 (2 crossings)	0.2 (2 crossings)
17	Fish and Wildlife	Within 300ft Special Status Stream: Red Band Trout	Avoidance Mod	CC	-	1.1 (8 crossings)
18	Fish and Wildlife	Within 300ft Special Status Stream: Steelhead	Avoidance Mod	CC	0.7 (5 crossings)	2.6 (15 crossings)
19	Land Use	Cropland/Irrigated Agriculture	Avoidance High		0.5	1.1
20	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		8.3	-
21	Land Use	Grazing/Pasture - OR	Avoidance Low		11.6	2.6
22	Land Use	Forested Land: Private	Avoidance Mod		17.6	4.9

Table D-7. Onion Creek Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	EAST ROUTE (UM8-BA21-BA19)	WEST ROUTE (UM8-GR6-BA19)
					Length in Miles	
				TOTAL LENGTH	**66.6**	**66.6**
23	Land Use	Forested Land: Public	Avoidance Mod		33.5	49.1
24	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		27.1	19.2
25	Land Use	BLM Wild and Scenic River: Recreation	Avoidance High		0.7	1.2
26	Ownership	Bureau of Land Management	Avoidance Low	CC	3.3	0.4
27	Ownership	Private	Avoidance Low	CC	27.8	7.0
28	Ownership	U.S. Forest Service	Avoidance Low	CC	35.5	59.1
29	Geological Resources	Erosion Hazard: High (Prineville District, OR)	Avoidance Mod		-	6.5
30	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		3.3	0.2
31	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		6.8	1.6
32	Geological Resources	Within 500ft of Fault Line	Avoidance Low		0.9	2.4
33	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	23.5	10.6
34	Geological Resources	Oregon Landslide Feature: Fan	Avoidance Mod		0.5	0.7
35	Geological Resources	Oregon Landslide Feature: Landslide	Avoidance Mod		4.4	4.0
36	Geological Resources	Oregon Landslide Feature: Talus-Colluvium	Avoidance Mod		5.3	6.1
37	Slope	Slope 0-15%	Opportunity		19.9	23.2
38	Slope	Slope 15-25%	Avoidance Low		16.5	16.5
39	Slope	Slope 25-35%	Avoidance Mod		12.9	12.0
40	Slope	Slope >35%	Avoidance High		17.4	14.8
41	Water and Wetlands	Floodplain: Area Not Mapped	Avoidance Low		1.8	2.4
42	Water and Wetlands	Floodplain: Not in Flood Zone	Avoidance Low		21.8	11.8
43	Water and Wetlands	Floodplain: Zone A	Avoidance Mod		0.2	-
44	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	0.5	0.3

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1, Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

Table D-8. Interpretive Center Data Table

	Resource Group	Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (BA4-BA8-BA9-BA10 + 230-kV ReRoute)	CENTRAL ROUTE (BA4-BA18-BA9-BA10)	EAST ROUTE (BA4-BA18-BA10)
					Length in Miles		
				TOTAL LENGTH	***500kV* - 20.6** ***230kV* - 10.2**	**19.8**	**17.9**
1	Cultural Resources	Within 1200ft Historic Trail Buffer	Avoidance Mod		1.6	1.1	-
2	Cultural Resources	Intact Oregon Trail Segment (OR BLM)	Avoidance High		1.1	0.5	-
3	Cultural Resources	Oregon Trail Brochure - Trailrut	Avoidance High		0.5	0.5	-
4	Visual Resources	Viewshed Area (Baker County)	Avoidance High	CC	8.2	4.9	-
5	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	CC	2.0	1.0	1.1
6	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		5.1	0.5	0.5
7	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	10.5	7.0	0.5
8	Fish and Wildlife	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	Avoidance Mod		15.3	9.4	5.9
9	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		15.6	10.4	12.1
10	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Occupied)	Exclusion	CC	-	-	4.6
11	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Occupied but Permittable)	Avoidance Mod	CC	3.5	3.5	-
12	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Unoccupied)	Avoidance Low		1.4	1.4	-
13	Land Use	Cropland/Irrigated Agriculture	Avoidance High		1.8	0.1	0.1
14	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		30.8	19.8	17.9
15	Land Use	Grazing/Pasture - OR	Avoidance Low		21.1	14.8	16.3
16	Land Use	Virtue Flat OHV Park	Avoidance Mod		0.1	0.1	2.7
17	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		1.9	1.9	3.6
18	Ownership	Bureau of Land Management	Avoidance Low	CC	3.8	4.2	5.6
19	Ownership	Private	Avoidance Low	CC	27.0	15.6	12.4
20	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		0.5	0.5	0.5
21	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		24.2	15.9	15.7

Table D-8. Interpretive Center Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (BA4-BA8-BA9-BA10 + 230kV ReRoute)	CENTRAL ROUTE (BA4-BA18-BA9-BA10)	EAST ROUTE (BA4-BA18-BA10)
					Length in Miles		
				TOTAL LENGTH	***500kV* - 20.6** ***230kV* - 10.2**	**19.8**	**17.9**
22	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		6.0	3.4	1.7
23	Geological Resources	Within 500ft of Fault Line	Avoidance Low		1.9	1.7	0.9
24	Geological Resources	U.S. Geological Survey Active Mining Area	Avoidance High		0.2	0.1	-
25	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	23.3	15.8	16.2
26	Slope	Slope 0-15%	Opportunity		21.4	14.2	13.7
27	Slope	Slope 15-25%	Avoidance Low		7.0	3.8	3.1
28	Slope	Slope 25-35%	Avoidance Mod		1.9	1.5	0.9
28	Slope	Slope >35%	Avoidance High		0.6	0.3	0.2
30	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	0.2	0.1	-
31	Other Features	Parallel to Existing Transmission Line	Opportunity		17.5	9.2	2.9

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1, Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

Table D-9. Southwest Region Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	A (GR3-GR4-HA1-HA2-MA6)	B (GR3-GR4-GR5-HA1-HA2-MA6)	C (GR3-GR4-GR5-HA2-MA6)	D (GR3-MA4-MA5-MA6)
					Length in Miles			
				TOTAL LENGTH	**186.6**	**174.6**	**156.2**	**132.9**
1	Cultural Resources	Burns District Archaeological Site	Avoidance High		-	0.1	-	0.1
2	Cultural Resources	Vale District Cultural Site	Exclusion		0.4	0.4	0.4	-
3	Visual Resources	Devine Scenic Corridor (Burns District)	Avoidance Mod		-	-	0.4	-
4	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	CC	1.5	0.5	0.5	0.5
5	Visual Resources	National Forest Visual Quality Objective: Partial Retention	Avoidance High		0.5	0.1	7.1	5.3
6	Visual Resources	National Forest Visual Quality Objective: Retention	Exclusion	CC	-	-	-	0.2
7	Visual Resources	BLM Visual Resource Management Class 3 - John Day Basin	Avoidance Mod		-	-	-	0.5
8	Visual Resources	BLM Visual Resource Management Class 4 - John Day Basin	Avoidance Low		0.5	0.6	0.6	-
9	Visual Resources	BLM Visual Resource Management Class 2 - OR	Avoidance High	CC	0.4	0.4	0.4	-
10	Visual Resources	BLM Visual Resource Management Class 3 - OR	Avoidance Mod		3.3	3.3	3.3	4.9
11	Visual Resources	BLM Visual Resource Management Class 4 - OR	Avoidance Low		34.4	34.4	34.4	40.0
12	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		31.8	6.7	6.4	7.3
13	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	65.7	52.2	23.6	38.8
14	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	78.5	59.1	40.1	73.2
15	Fish and Wildlife	Prineville District Fish Restoration Area	Avoidance Mod		1.8	3.7	4.2	1.3

Table D-9. Southwest Region Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	A (GR3-GR4-HA1-HA2-MA6)	B (GR3-GR4-GR5-HA1-HA2-MA6)	C (GR3-GR4-GR5-HA2-MA6)	D (GR3-MA4-MA5-MA6)
					Length in Miles			
				TOTAL LENGTH	**186.6**	**174.6**	**156.2**	**132.9**
16	Fish and Wildlife	Prineville District Wildlife Habitat Seasonal Closure Area	Avoidance Mod		36.4	16.9	13.6	27.9
17	Fish and Wildlife	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	Avoidance Mod		59.9	59.4	45.4	25.0
18	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		59.9	54.2	43.8	55.5
19	Fish and Wildlife	Sage-grouse Core Area 3: Non-Sagebrush Shrublands and Grasslands (Oregon)	Avoidance Mod		51.5	49.4	60.9	46.3
20	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Occupied but Permittable)	Avoidance Mod	CC	7.3	7.3	3.6	-
21	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Unoccupied)	Avoidance Low		6.1	6.1	6.1	-
22	Fish and Wildlife	Within 300ft Special Status Stream: Bull Trout	Avoidance Mod	CC	0.1 (1 crossing)	0.1 (1 crossing)	0.1 (1 crossing)	0.3 (2 crossings)
23	Fish and Wildlife	Within 300ft Special Status Stream: Chinook Salmon	Avoidance Mod	CC	0.1 (1 crossing)	0.1 (1 crossing)	0.1 (1 crossing)	0.1 (1 crossing)
24	Fish and Wildlife	Within 300ft Special Status Stream: Cutthroat Trout	Avoidance Mod	CC	-	0.3 (2 crossings)	0.3 (2 crossings)	0.5 (4 crossings)
25	Fish and Wildlife	Within 300ft Special Status Stream: Red Band Trout	Avoidance Mod	CC	3.8 (19 crossings)	3.2 (22 crossings)	3.4 (23 crossings)	1.0 (8 crossings)
26	Fish and Wildlife	Within 300ft Special Status Stream: Steelhead	Avoidance Mod	CC	1.0 (7 crossings)	1.1 (7 crossings)	1.1 (7 crossings)	1.1 (9 crossings)
27	Fish and Wildlife	Wild Horse and Burro Area (OR BLM)	Avoidance Low		34.6	16.7	16.7	5.3
28	Land Use	Burns District ROW Avoidance Corridor	Avoidance High		1.7	1.7	1.7	-
29	Land Use	Cropland/Irrigated Agriculture	Avoidance High		2.2	1.6	1.1	1.1

Table D-9. Southwest Region Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	A (GR3-GR4-HA1-HA2-MA6)	B (GR3-GR4-GR5-HA1-HA2-MA6)	C (GR3-GR4-GR5-HA2-MA6)	D (GR3-MA4-MA5-MA6)
					Length in Miles			
				TOTAL LENGTH	**186.6**	**174.6**	**156.2**	**132.9**
30	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		26.3	10.4	10.8	22.3
31	Land Use	Grazing/Pasture - OR	Avoidance Low		122.5	123.5	90.3	63.9
32	Land Use	Forested Land: Private	Avoidance Mod		5.4	4.5	6.1	7.4
33	Land Use	Forested Land: Public	Avoidance Mod		38.1	37.1	48.3	33.4
34	Land Use	National Forest Old Growth Forest Stand***	Exclusion	CC	0.8	3.5	3.2	2.7
35	Land Use	Area of Critical Environmental Concern	Avoidance High		0.4	0.4	0.4	-
36	Land Use	Prineville District Lands Proposed for Acquisition by the BLM	Avoidance Low		4.5	-	-	-
37	Land Use	Prineville District Noxious Weeds	Avoidance Low		1.4	0.9	0.9	1.4
38	Land Use	Noxious Weeds (OR BLM)	Avoidance Low		1.3	1.3	0.7	-
39	Land Use	Burns District Off-Highway Vehicle: Seasonal Closure	Avoidance Low		7.8	11.4	-	-
40	Land Use	Vale District Off-Highway Vehicle: Limited to Designated Routes	Avoidance Low		0.4	0.4	0.4	-
41	Land Use	Vale District Off-Highway Vehicle: Limited to Existing Routes	Avoidance Low		-	-	-	3.0
42	Land Use	Recreation Area (OR BLM)	Avoidance High		2.9	3.1	-	-
43	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		25.5	24.9	31.7	21.5
44	Land Use	Proposed Wind Farm Boundary (Burns District, OR)	Avoidance High		2.6	2.6	2.6	-
45	Land Use	BLM Wild and Scenic River: Recreation	Avoidance High		0.4	-	-	-

Table D-9. Southwest Region Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	A (GR3-GR4-HA1-HA2-MA6)	B (GR3-GR4-GR5-HA1-HA2-MA6)	C (GR3-GR4-GR5-HA2-MA6)	D (GR3-MA4-MA5-MA6)
					Length in Miles			
				TOTAL LENGTH	**186.6**	**174.6**	**156.2**	**132.9**
46	Land Use	Proposed Wilderness Study Area (ONDA)	Avoidance Mod		33.2	29.0	28.6	40.0
47	Land Use	Lands with Wilderness Characteristics (OR BLM)	Avoidance Mod		-	-	-	1.3
48	Ownership	Bureau of Land Management	Avoidance Low	CC	82.9	88.3	62.0	50.8
49	Ownership	Bureau of Reclamation	Avoidance Low	CC	-	-	-	0.3
50	Ownership	Private	Avoidance Low	CC	56.6	41.5	38.2	41.4
51	Ownership	State Land	Avoidance Low	CC	3.7	4.1	4.2	2.0
52	Ownership	U.S. Forest Service	Avoidance Low	CC	43.5	40.7	52.0	38.4
53	Geological Resources	Erosion Hazard: High (Prineville District, OR)	Avoidance Mod		16.2	18.7	17.2	15.6
54	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		3.0	3.0	3.0	-
55	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		11.8	12.1	10.3	0.1
56	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		48.5	52.0	22.2	11.3
57	Geological Resources	Within 500ft of Fault Line	Avoidance Low		12.3	9.9	8.6	10.2
58	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	57.1	59.7	33.6	5.9
59	Geological Resources	Oregon Landslide Feature: Landslide	Avoidance Mod		12.3	11.7	10.3	6.2
60	Geological Resources	Oregon Landslide Feature: Talus-Colluvium	Avoidance Mod		5.6	2.2	4.9	4.5
61	Slope	Slope 0-15%	Opportunity		115.7	105.0	92.5	62.2
62	Slope	Slope 15-25%	Avoidance Low		36.7	34.0	32.7	35.6
63	Slope	Slope 25-35%	Avoidance Mod		18.8	20.2	17.7	21.5
64	Slope	Slope >35%	Avoidance High		15.3	15.4	13.4	13.6

Table D-9. Southwest Region Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	A (GR3-GR4-HA1-HA2-MA6)	B (GR3-GR4-GR5-HA1-HA2-MA6)	C (GR3-GR4-GR5-HA2-MA6)	D (GR3-MA4-MA5-MA6)
					Length in Miles			
				TOTAL LENGTH	**186.6**	**174.6**	**156.2**	**132.9**
65	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	0.4	0.4	-	-
66	Water and Wetlands	Oregon Watershed Restoration Inventory Project (within 500ft Buffer of linear feature)	Avoidance Mod		0.2	-	-	-
67	Water and Wetlands	Oregon Watershed Restoration Inventory Project Area	Avoidance Low		0.5	0.5	0.7	0.2
68	Other Features	Vale District Utility Corridor	Opportunity		14.8	14.8	14.8	1.3
69	Other Features	West-wide Energy Corridor	Opportunity	CC	22.1	22.1	11.8	0.8
70	Other Features	Parallel to Existing Transmission Line	Opportunity		35.7	35.7	19.2	6.3

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1, Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.
3/ Old-growth Forest Areas will be avoided during micro-siting.

Table D-10. Burnt River Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (BA10-BA20-MA1-MA2)	EAST ROUTE (BA10-BA11-BA13-MA2)
					Length in Miles	
				TOTAL LENGTH	**36.1**	**41.9**
1	Cultural Resources	Within 1200ft Historic Trail Buffer	Avoidance Mod		1.0	2.6
2	Cultural Resources	Intact Oregon Trail Segment (OR BLM)	Avoidance High		1.0	-
3	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	CC	0.5	0.6
4	Visual Resources	BLM Visual Resource Management Class 4	Avoidance Low		1.1	1.7
5	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		0.7	1.3
6	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	15.3	33.4
7	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	31.0	19.4
8	Fish and Wildlife	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	Avoidance Mod		10.5	11.8
9	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		18.0	23.4
10	Fish and Wildlife	Sage-grouse Core Area 3: Non-Sagebrush Shrublands and Grasslands (Oregon)	Avoidance Low		2.3	-
11	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Unoccupied)	Avoidance Low		-	4.0
12	Land Use	Cropland/Irrigated Agriculture	Avoidance High		0.4	0.3
13	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		16.4	35.7
14	Land Use	Grazing/Pasture - OR	Avoidance Low		31.4	35.3
15	Land Use	Forested Land: Private	Avoidance Mod		2.1	-
16	Land Use	Forested Land: Public	Avoidance Mod		1.4	-
17	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		0.6	-
18	Ownership	Bureau of Land Management	Avoidance Low	CC	10.2	13.5
19	Ownership	Private	Avoidance Low	CC	25.9	28.4
20	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		-	5.1
21	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		1.2	17.3
22	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		14.8	13.3
23	Geological Resources	Within 500ft of Fault Line	Avoidance Low		2.3	0.4
24	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	13.0	23.3

Table D-10. Burnt River Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (BA10-BA20-MA1-MA2)	EAST ROUTE (BA10-BA11-BA13-MA2)
					Length in Miles	
				TOTAL LENGTH	**36.1**	**41.9**
25	Geological Resources	Oregon Landslide Feature: Fan	Avoidance Mod		0.2	-
26	Geological Resources	Oregon Landslide Feature: Landslide	Avoidance Mod		-	1.2
27	Geological Resources	Oregon Landslide Feature: Talus-Colluvium	Avoidance Mod		2.0	1.4
28	Slope	Slope 0-15%	Opportunity		15.9	20.4
29	Slope	Slope 15-25%	Avoidance Low		7.7	11.0
30	Slope	Slope 25-35%	Avoidance Mod		6.3	5.3
31	Slope	Slope >35%	Avoidance High		6.3	5.3
32	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	0.3	0.3
33	Water and Wetlands	Oregon Watershed Restoration Inventory Project (within 500ft Buffer of linear feature)	Avoidance Mod		0.2	-
34	Water and Wetlands	Oregon Watershed Restoration Inventory Project Area	Avoidance Low		-	0.1
35	Other Features	Within 200ft of Existing Pipeline	Opportunity	CC	0.1	0.1
36	Other Features	Vale District Utility Corridor	Opportunity		3.0	0.4
37	Other Features	West-wide Energy Corridor	Opportunity	CC	0.4	0.0
38	Other Features	Parallel to Existing Transmission Line	Opportunity		7.2	3.2

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1, Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

Table D-11. West of Vale Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (BA2-MA4-MA5)	EAST ROUTE (BA2-MA1-MA2-MA5)
					Length in Miles	
				TOTAL LENGTH	**67.8**	**73.4**
1	Visual Resources	National Forest Visual Quality Objective: Modification	Avoidance Mod		3.2	1.1
2	Visual Resources	National Forest Visual Quality Objective: Partial Retention	Avoidance High		2.9	-
3	Visual Resources	BLM Visual Resource Management Class 3 - OR	Avoidance Mod		1.2	3.4
4	Visual Resources	BLM Visual Resource Management Class 4 - OR	Avoidance Low		35.2	21.4
5	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		14.6	-
6	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	9.0	26.8
7	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	36.3	34.2
8	Fish and Wildlife	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	Avoidance Mod		23.3	35.7
9	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		37.5	34.3
10	Fish and Wildlife	Sage-grouse Core Area 3: Non-Sagebrush Shrublands and Grasslands (Oregon)	Avoidance Low		3.0	-
11	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Unoccupied)	Avoidance Low		14.2	-
12	Fish and Wildlife	Wild Horse and Burro Area (OR BLM)	Avoidance Low		4.4	-
13	Land Use	Cropland/Irrigated Agriculture	Avoidance High		0.5	0.3
14	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		0.7	6.3
15	Land Use	Grazing/Pasture - OR	Avoidance Low		61.1	48.9
16	Land Use	Forested Land: Private	Avoidance Mod		2.1	0.3
17	Land Use	Forested Land: Public	Avoidance Mod		1.6	-
18	Land Use	Vale District Off-Highway Vehicle: Limited to Existing Routes	Avoidance Low		3.0	-

Table D-11. West of Vale Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (BA2-MA4-MA5)	EAST ROUTE (BA2-MA1-MA2-MA5)
					Length in Miles	
				TOTAL LENGTH	**67.8**	**73.4**
19	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		22.2	0.9
20	Land Use	Proposed Wilderness Study Area (ONDA)	Avoidance Mod		22.2	9.4
21	Ownership	Bureau of Land Management	Avoidance Low	CC	36.4	24.8
22	Ownership	Bureau of Reclamation	Avoidance Low	CC	0.3	0.3
23	Ownership	Private	Avoidance Low	CC	25.6	47.6
24	Ownership	State Land	Avoidance Low	CC	1.7	-
25	Ownership	U.S. Forest Service	Avoidance Low	CC	4.0	0.8
26	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		0.1	2.6
27	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		0.3	3.0
28	Geological Resources	Within 500ft of Fault Line	Avoidance Low		1.1	4.5
29	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	0.3	3.7
30	Geological Resources	Oregon Landslide Feature: Landslide	Avoidance Mod		-	0.6
31	Slope	Slope 0-15%	Opportunity		39.1	54.1
32	Slope	Slope 15-25%	Avoidance Low		16.7	12.7
33	Slope	Slope 25-35%	Avoidance Mod		8.0	4.7
34	Slope	Slope >35%	Avoidance High		4.1	1.9
35	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	0.1	0.5
36	Other Features	Vale District Utility Corridor	Opportunity		0.6	5.3
37	Other Features	Parallel to Existing Transmission Line	Opportunity		-	16.4

1/ For explanation of Permitting Difficulty categories, see Section 3.1, Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

Table D-12. Weatherby Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (BA11-BA12-BA13)	EAST ROUTE (BA11-BA13)
					Length in Miles	
				TOTAL LENGTH	9.1	7.7
1	Cultural Resources	Within 1200ft Historic Trail Buffer	Avoidance Mod		2.3	1.5
2	Cultural Resources	Intact Oregon Trail Segment (OR BLM)	Avoidance High		0.6	-
3	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		2.2	-
4	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	9.1	5.6
5	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	2.7	-
6	Fish and Wildlife	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	Avoidance Mod		0.1	0.4
7	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		6.5	4.9
8	Land Use	Cropland/Irrigated Agriculture	Avoidance High		0.3	-
9	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		8.0	7.7
10	Land Use	Grazing/Pasture - OR	Avoidance Low		7.7	6.1
11	Land Use	Forested Land: Private	Avoidance Mod		-	-
12	Land Use	Forested Land: Public	Avoidance Mod		-	-
13	Ownership	Bureau of Land Management	Avoidance Low	CC	2.2	2.7
14	Ownership	Private	Avoidance Low	CC	6.9	5.0
15	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		-	1.9
16	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		2.9	2.9
17	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		6.2	2.9
18	Geological Resources	Within 500ft of Fault Line	Avoidance Low		0.2	0.4
19	Geological Resources	U.S. Geological Survey Active Mining Area	Avoidance High		0.2	-
20	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	5.6	5.4
21	Geological Resources	Oregon Landslide Feature: Talus-Colluvium	Avoidance Mod		0.9	0.2
22	Slope	Slope 0-15%	Opportunity		2.8	2.2
23	Slope	Slope 15-25%	Avoidance Low		2.8	2.3
24	Slope	Slope 25-35%	Avoidance Mod		1.3	1.5
25	Slope	Slope >35%	Avoidance High		2.2	1.7

Table D-12. Weatherby Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (BA11-BA12-BA13)	EAST ROUTE (BA11-BA13)
					Length in Miles	
				TOTAL LENGTH	**9.1**	**7.7**
26	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	0.2	-
27	Water and Wetlands	Oregon Watershed Restoration Inventory Project Area	Avoidance Low		0.4	0.1
28	Other Features	Within 200ft of Existing Pipeline	Opportunity	CC	0.3	-
29	Other Features	West-wide Energy Corridor	Opportunity	CC	0.4	-
30	Other Features	Parallel to Existing Transmission Line	Opportunity		6.0	-

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1 Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

Table D-13. Lime Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	WEST ROUTE (BA14-BA16)	EAST ROUTE (BA14-BA15-BA16)
					Length in Miles	
				TOTAL LENGTH	**6.0**	**5.9**
1	Cultural Resources	Within 1200ft Historic Trail Buffer	Avoidance Mod		-	1.6
2	Cultural Resources	Intact Oregon Trail Segment (OR BLM)	Avoidance High		-	0.4
3	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	CC	-	3.1
4	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		-	4.9
5	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	6.0	4.9
6	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	6.0	5.5
7	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		5.3	3.2
8	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		6.0	5.1
9	Land Use	Grazing/Pasture - OR	Avoidance Low		5.3	4.1
10	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		5.7	5.8
11	Ownership	Bureau of Land Management	Avoidance Low	CC	0.7	1.2
12	Ownership	Private	Avoidance Low	CC	5.2	4.7
13	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		0.5	0.3
14	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		1.8	2.2
15	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		3.6	3.4
16	Geological Resources	Within 500ft of Fault Line	Avoidance Low		0.5	0.2
17	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	4.9	4.1
18	Geological Resources	Oregon Landslide Feature: Landslide	Avoidance Mod		0.7	0.6
19	Slope	Slope 0-15%	Opportunity		1.3	0.7
20	Slope	Slope 15-25%	Avoidance Low		2.7	1.3
21	Slope	Slope 25-35%	Avoidance Mod		1.3	1.4
22	Slope	Slope >35%	Avoidance High		0.7	2.5
23	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	-	-
24	Other Features	Within 200ft of Existing Pipeline	Opportunity	CC	0.5	0.1
25	Other Features	Vale District Utility Corridor	Opportunity		1.6	1.7
26	Other Features	West-wide Energy Corridor	Opportunity	CC	0.0	1.2
27	Other Features	Parallel to Existing Transmission Line	Opportunity		6.0	1.8

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1, Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

Table D-14. Snake River Valley Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	A (BA13-BA14-BA16-BA17-MA3-MA7-OW1-OW2)	B (BA13-BA14-BA16-BA17-MA3-PA2-OW2)	C (BA13-BA14-BA16-BA17-WA1-PA1-OW1-OW2)	D (BA13-WA1-PA1-OW1-OW2)	E (BA13-BA14-BA16-BA17-WA1-PA1-PA2-OW2)	F (BA13-WA1-PA1-PA2-OW2)
					Length in Miles					
				TOTAL LENGTH	**99.6**	**96.3**	**104.3**	**100.8**	**109.5**	**106**
1	Cultural Resources	Within 500ft of Cemetery	Avoidance Mod		0.2	-	-	-	-	-
2	Cultural Resources	Within 1200ft Historic Trail Buffer	Avoidance Mod		4.5	5.9	2.1	1.0	3.1	1.9
3	Cultural Resources	Within .5mi National Register Historic Place Buffer	Avoidance High		0.8	-	-	-	-	-
4	Cultural Resources	Intact Oregon Trail Segment (OR BLM)	Avoidance High		2.3	2.3	-	-	-	-
5	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	CC	0.5	3.0	1.2	1.2	3.0	3.0
6	Visual Resources	BLM Visual Resource Management Class 2	Avoidance High		-	-	7.2	8.0	13.3	14.1
7	Visual Resources	BLM Visual Resource Management Class 3	Avoidance Mod		3.3	29.0	15.3	25.9	24.9	35.5
8	Visual Resources	BLM Visual Resource Management Class 4	Avoidance Low		31.0	27.4	64.9	62.9	54.4	52.4
9	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		3.0	1.5	1.5	-	1.5	-
10	Fish and Wildlife	IDFG Focal Area	Avoidance Low		11.0	2.6	42.8	51.4	40.5	49.1
11	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	58.3	32.3	16.5	4.0	16.5	4.0
12	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	25.7	25.6	11.3	4.2	11.3	4.2
13	Fish and Wildlife	IDFG Big Game Crucial Winter Range	Avoidance Mod	CC	-	-	19.9	18.9	19.9	18.9
14	Fish and Wildlife	Pronghorn Antelope Habitat (Boise District, ID)	Avoidance Mod	CC	23.8	3.1	22.7	22.7	3.1	3.1

Table D-14. Snake River Valley Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	A (BA13-BA14-BA16-BA17-MA3-MA7-OW1-OW2)	B (BA13-BA14-BA16-BA17-MA3-PA2-OW2)	C (BA13-BA14-BA16-BA17-WA1-PA1-OW1-OW2)	D (BA13-WA1-PA1-OW1-OW2)	E (BA13-BA14-BA16-BA17-WA1-PA1-PA2-OW2)	F (BA13-WA1-PA1-PA2-OW2)
					Length in Miles					
				TOTAL LENGTH	**99.6**	**96.3**	**104.3**	**100.8**	**109.5**	**106**
15	Fish and Wildlife	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	Avoidance Mod		9.8	6.5	3.1	-	3.1	-
16	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		36.9	19.8	9.9	5.1	9.9	5.1
17	Fish and Wildlife	Sage-grouse Key Habitat Area (ID BLM)	Avoidance Mod	CC	-	-	4.4	10.9	4.4	10.9
18	Fish and Wildlife	Sage-grouse Restoration Habitat Type 1: Perennial Grasslands (ID BLM)	Avoidance Low	CC	-	-	1.5	2.5	1.5	2.5
19	Fish and Wildlife	Sage-grouse Restoration Habitat Type 2: Annual Grass Understories (ID BLM)	Avoidance Low		-	-	12.0	12.8	12.0	12.8
20	Fish and Wildlife	Within 2-mile Idaho Sage-grouse Lek Buffer (Unknown)	Exclusion		-	2.2	-	-	-	-
21	Fish and Wildlife	Within 300ft Special Status Stream: Bull Trout	Avoidance Mod	CC	-	-	0.1	0.1	0.1	0.1
22	Land Use	Cropland/Irrigated Agriculture	Avoidance High		23.6	36.8	29.5	28.4	33.8	32.7
23	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		37.4	21.2	16.9	6.6	16.9	6.6
24	Land Use	Grazing Allotment - ID	Avoidance Low		20.1	10.5	41.8	49.2	28.2	35.6
25	Land Use	Grazing/Pasture - OR	Avoidance Low		29.5	22.2	11.7	6.4	11.7	6.4

Table D-14. Snake River Valley Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	A (BA13-BA14-BA16-BA17-MA3-MA7-OW1-OW2)	B (BA13-BA14-BA16-BA17-MA3-PA2-OW2)	C (BA13-BA14-BA16-BA17-WA1-PA1-OW1-OW2)	D (BA13-WA1-PA1-OW1-OW2)	E (BA13-BA14-BA16-BA17-WA1-PA1-PA2-OW2)	F (BA13-WA1-PA1-PA2-OW2)
					Length in Miles					
				TOTAL LENGTH	**99.6**	**96.3**	**104.3**	**100.8**	**109.5**	**106**
26	Land Use	City Impact Area - Idaho	Avoidance High		-	3.9	9.7	9.7	2.6	2.6
27	Land Use	Urban Growth Boundary - Oregon	Avoidance High	CC	-	2.3	-	-	-	-
28	Land Use	Urban Area	Avoidance High	CC	-	1.7	-	-	-	-
29	Land Use	Forested Land: Private	Avoidance Mod		-	-	-	0.1	-	0.1
30	Land Use	Forested Land: Public	Avoidance Mod		-	-	-	-	-	-
31	Land Use	Area of Critical Environmental Concern	Avoidance High		-	3.4	7.3	7.3	4.4	4.4
32	Land Use	Vale District Off-Highway Vehicle: Limited to Existing Routes	Avoidance Low		15.8	4.2	-	-	-	-
33	Land Use	Oregon State Park	Exclusion		-	0.3	-	-	-	-
34	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		38.8	21.0	34.8	30.0	28.5	23.8
35	*Ownership*	*Bureau of Land Management - OR*	*Avoidance Low*	*CC*	*15.2*	*7.5*	*4.0*	*4.8*	*4.0*	*4.8*
36	*Ownership*	*Bureau of Land Management - ID*	*Avoidance Low*	*CC*	*16.9*	*8.8*	*27.0*	*28.4*	*14.0*	*15.5*
37	Ownership	**Bureau of Land Management Total**			**32.1**	**16.3**	**31.0**	**33.2**	**18.1**	**20.2**
38	*Ownership*	*Bureau of Reclamation - OR*	*Avoidance Low*	*CC*	-	*0.3*	-	-	-	-
39	*Ownership*	*Bureau of Reclamation - ID*	*Avoidance Low*	*CC*	*0.1*	*0.1*	*0.2*	*0.2*	*0.1*	*0.1*
40	Ownership	**Bureau of Reclamation Total**			**0.1**	**0.5**	**0.2**	**0.2**	**0.1**	**0.1**
41	*Ownership*	*Private - OR*	*Avoidance Low*	*CC*	*60.5*	*34.7*	*12.8*	*1.7*	*12.8*	*1.7*

Table D-14. Snake River Valley Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	A (BA13-BA14-BA16-BA17-MA3-MA7-OW1-OW2)	B (BA13-BA14-BA16-BA17-MA3-PA2-OW2)	C (BA13-BA14-BA16-BA17-WA1-PA1-OW1-OW2)	D (BA13-WA1-PA1-OW1-OW2)	E (BA13-BA14-BA16-BA17-WA1-PA1-PA2-OW2)	F (BA13-WA1-PA1-PA2-OW2)
					Length in Miles					
				TOTAL LENGTH	**99.6**	**96.3**	**104.3**	**100.8**	**109.5**	**106**
42	*Ownership*	*Private - ID*	*Avoidance Low*	*CC*	*3.8*	*43.3*	*59.6*	*65.0*	*76.1*	*81.4*
43	Ownership			**Private Land Total**	**64.3**	**78.0**	**72.4**	**66.7**	**88.9**	**83.1**
44	Ownership	Other Federal Land	Avoidance Low	CC	-	-	-	-	-	-
45	Ownership	State Land - ID	Avoidance Low	CC	3.0	0.6	0.6	0.6	2.0	2.0
46	Ownership	Water	Avoidance High		-	-	-	-	-	-
47	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		12.9	31.7	35.5	30.7	41.1	36.3
48	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		22.8	30.2	33.4	31.4	39.0	37.0
49	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		22.7	13.3	34.2	36.8	28.0	30.5
50	Geological Resources	Idaho Landslide Susceptibility: Moderate	Avoidance Mod		-	8.0	-	-	8.0	8.0
51	Geological Resources	Idaho Landslide Susceptibility: Low	Avoidance Low		23.8	45.1	87.5	94.3	84.7	91.5
52	Geological Resources	Within 500ft of Fault Line	Avoidance Low		2.2	0.5	2.1	1.5	1.4	0.9
53	Geological Resources	U.S. Geological Survey Active Mining Area	Avoidance High		0.2	0.1	0.1	0.1	0.1	0.1
54	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	34.5	55.8	55.5	47.1	62.8	54.5
55	Geological Resources	Oregon Landslide Feature: Landslide	Avoidance Mod		0.7	0.7	0.7	0.7	0.7	0.7

Table D-14. Snake River Valley Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	A (BA13-BA14-BA16-BA17-MA3-MA7-OW1-OW2)	B (BA13-BA14-BA16-BA17-MA3-PA2-OW2)	C (BA13-BA14-BA16-BA17-WA1-PA1-OW1-OW2)	D (BA13-WA1-PA1-OW1-OW2)	E (BA13-BA14-BA16-BA17-WA1-PA1-PA2-OW2)	F (BA13-WA1-PA1-PA2-OW2)
					Length in Miles					
				TOTAL LENGTH	**99.6**	**96.3**	**104.3**	**100.8**	**109.5**	**106**
56	Geological Resources	Oregon Landslide Feature: Talus-Colluvium	Avoidance Mod		-	-	-	0.6	-	0.6
57	Slope	Slope 0-15%	Opportunity		71.7	75.1	72.2	65.3	76.0	69.1
58	Slope	Slope 15-25%	Avoidance Low		17.0	11.8	17.7	15.1	17.3	14.7
59	Slope	Slope 25-35%	Avoidance Mod		6.6	5.2	8.0	10.9	8.8	11.7
60	Slope	Slope >35%	Avoidance High		4.3	4.2	6.5	9.6	7.5	10.6
61	Water and Wetlands	Floodplain: Not in Flood Zone	Avoidance Low		-	16.1	47.3	54.1	53.8	60.6
62	Water and Wetlands	Floodplain: Zone A	Avoidance Mod		-	0.4	2.0	2.0	2.3	2.3
63	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	0.7	2.9	1.3	1.3	1.4	1.4
64	Water and Wetlands	Snake River	Avoidance High		-	0.9	0.4	0.5	0.3	0.4
65	Other Features	Within 200ft of Existing Pipeline	Opportunity	CC	1.2	2.8	1.2	0.3	1.2	0.3
66	Other Features	Vale District Utility Corridor	Opportunity		24.7	35.5	7.5	-	7.5	-
67	Other Features	West-wide Energy Corridor	Opportunity	CC	16.2	6.1	10.5	7.9	2.6	-
68	Other Features	Parallel to Existing Transmission Line	Opportunity		50.4	33.3	25.0	14.8	34.0	23.8

Notes:
1 For explanation of Permitting Difficulty categories, see Section 3.1 Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

Table D-15. Western, Central, and Eastern Route Data Table

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	Western Route	Central Route	Eastern Route
					Length in Miles		
				TOTAL LENGTH	**275.1**	**281.9**	**298.8**
1	Cultural Resources	Burns District Archaeological Site	Avoidance High		0.1	-	-
2	Cultural Resources	Within 1200ft Historic Trail Buffer	Avoidance Mod		0.5	0.7	5.1
3	Cultural Resources	Within .5mi National Register Historic Place Buffer	Avoidance High		0.8	0.8	0.8
4	Cultural Resources	Intact Oregon Trail Segment (OR BLM)	Avoidance High		0.5	0.3	0.5
5	Cultural Resources	Oregon Trail Brochure - Trailrut	Avoidance High		-	-	0.5
6	Visual Resources	Viewshed Area (Baker County)	Avoidance High		-	-	4.9
7	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	CC	2.0	2.7	2.0
8	Visual Resources	National Forest Visual Quality Objective: Maximum Modification	Opportunity		5.3	-	-
9	Visual Resources	National Forest Visual Quality Objective: Modification	Avoidance Mod		-	7.7	0.4
10	Visual Resources	National Forest Visual Quality Objective: Partial Retention	Avoidance High		5.3	20.5	3.6
11	Visual Resources	National Forest Visual Quality Objective: Retention	Exclusion	CC	0.2	1.4	1.4
12	Visual Resources	BLM Visual Resource Management Class 2	Avoidance High	CC	3.6	3.6	3.6
13	Visual Resources	BLM Visual Resource Management Class 3	Avoidance Mod		4.9	4.7	4.7
14	Visual Resources	BLM Visual Resource Management Class 4	Avoidance Low		48.4	35.7	36.3
15	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low		22.4	40.1	36.3
16	Fish and Wildlife	IDFG Focal Area	Avoidance Low		11.0	11.0	11.0
17	Fish and Wildlife	ODFW Big Game Deer Winter Range	Avoidance Mod	CC	104.9	101.9	114.7
18	Fish and Wildlife	ODFW Big Game Elk Winter Range	Avoidance Mod	CC	105.4	92.9	68.6
19	Fish and Wildlife	Pronghorn Antelope Habitat (Boise District, ID)	Avoidance Mod	CC	23.8	23.8	23.8
20	Fish and Wildlife	Prineville District Fish Restoration Area	Avoidance Mod		2.1	-	-

Table D-15. Western, Central, and Eastern Route Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	Western Route	Central Route	Eastern Route
					Length in Miles		
				TOTAL LENGTH	**275.1**	**281.9**	**298.8**
21	Fish and Wildlife	Prineville District Wildlife Habitat Seasonal Closure Area	Avoidance Mod		49.0	-	-
22	Fish and Wildlife	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	Avoidance Mod		28.2	37.1	56.9
23	Fish and Wildlife	Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low		117.6	105.6	148.9
24	Fish and Wildlife	Sage-grouse Core Area 3: Non-Sagebrush Shrublands and Grasslands (Oregon)	Avoidance Low		65.6	59.2	17.8
25	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Occupied but Permittable)	Avoidance Mod	CC	-	-	10.0
26	Fish and Wildlife	Within 2-mile Oregon Sage-grouse Lek Buffer (Unoccupied)	Avoidance Low		-	-	5.4
27	Fish and Wildlife	Within 300ft Special Status Stream: Bull Trout	Avoidance Mod	CC	0.4 (3 crossings)	1.0 (8 crossings)	0.1 (1 crossing)
28	Fish and Wildlife	Within 300ft Special Status Stream: Chinook Salmon	Avoidance Mod	CC	0.2 (2 crossings)	0.1 (1 crossing)	0.1 (1 crossing)
29	Fish and Wildlife	Within 300ft Special Status Stream: Coho Salmon	Avoidance Mod	CC	-	0.1 (1 crossing)	0.1 (1 crossing)
30	Fish and Wildlife	Within 300ft Special Status Stream: Cutthroat Trout	Avoidance Mod	CC	0.5 (4 crossings)	-	-
31	Fish and Wildlife	Within 300ft Special Status Stream: Red Band Trout	Avoidance Mod	CC	2.5 (19 crossings)	-	-
32	Fish and Wildlife	Within 300ft Special Status Stream: Steelhead	Avoidance Mod	CC	2.4 (18 crossings)	0.4 (3 crossings)	0.6 (5 crossings)
33	Fish and Wildlife	Wild Horse and Burro Area (OR BLM)	Avoidance Low		5.3	-	-
34	Land Use	Cropland/Irrigated Agriculture	Avoidance High		9.8	9.2	17.8
35	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High		105.5	103.3	162.9
36	Land Use	Grazing Allotment - ID	Avoidance Low		20.1	20.1	20.1
37	Land Use	Grazing/Pasture - OR	Avoidance Low		92.5	90.7	114.3
38	Land Use	Naval Weapons System Training Facility	Avoidance Mod	CC	-	-	9.1
39	Land Use	Forested Land: Private	Avoidance Mod		19.5	29.3	17.9
40	Land Use	Forested Land: Public	Avoidance Mod		38.4	28.9	4.3

Table D-15. Western, Central, and Eastern Route Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	Western Route	Central Route	Eastern Route
					Length in Miles		
				TOTAL LENGTH	**275.1**	**281.9**	**298.8**
41	Land Use	National Forest Old Growth Forest Stand	Exclusion	CC	2.7	-	-
42	Land Use	Area of Critical Environmental Concern	Avoidance High		3.7	3.7	3.7
43	Land Use	Prineville District Lands Proposed for Acquisition by the BLM	Avoidance Low		12.5	-	-
44	Land Use	Prineville District Noxious Weeds	Avoidance Low		2.7	-	-
45	Land Use	Prineville District Off-Highway Vehicle: Limited Use	Avoidance Low		3.2	-	-
46	Land Use	Vale District Off-Highway Vehicle: Limited to Designated Routes	Avoidance Low		5.4	5.4	5.4
47	Land Use	Vale District Off-Highway Vehicle: Limited to Existing Routes	Avoidance Low		11.6	8.6	8.6
48	Land Use	Oregon State Park	Exclusion		-	0.2	0.2
49	Land Use	Morrow County Park	Exclusion		0.5	-	-
50	Land Use	Virtue Flat OHV Park	Avoidance Mod		-	-	0.1
51	Land Use	Special Recreation Management Area (Malheur RA, Vale District, OR)	Avoidance Mod	CC	3.7	3.7	3.7
52	Land Use	Prineville District Special Recreation Management Area	Avoidance Mod		4.9	-	-
53	Land Use	The Nature Conservancy: Portfolio	Avoidance Mod		75.5	83.6	86.1
54	Land Use	Wind Farm Boundary	Avoidance High		1.3	1.3	-
55	Land Use	Wind Turbine 1200ft Buffer Zone			0.3	0.3	-
56	Land Use	Proposed Wilderness Study Area (ONDA)	Avoidance Mod		45.4	15.0	15.0
57	Land Use	Lands with Wilderness Characteristics (OR BLM)	Avoidance Mod		5.0	-	-
58	Ownership	Bureau of Land Management	Avoidance Low	CC	67.6	54.3	63.6
59	Ownership	Bureau of Reclamation	Avoidance Low	CC	0.3	0.3	0.3
60	Ownership	Military Land	Avoidance Low	CC	-	-	8.1
61	Ownership	Private	Avoidance Low	CC	137.6	173.6	197.6
62	Ownership	State Land	Avoidance Low	CC	2.2	-	0.1
63	Ownership	U.S. Forest Service	Avoidance Low	CC	43.5	29.9	5.4
64	Geological Resources	Erosion Hazard: High (Prineville District, OR)	Avoidance Mod		24.4	-	-
65	Geological Resources	Erosion Hazard: High (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		31.9	53.4	39.3

Table D-15. Western, Central, and Eastern Route Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	Western Route	Central Route	Eastern Route
					Length in Miles		
				TOTAL LENGTH	**275.1**	**281.9**	**298.8**
66	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Mod		22.9	39.3	88.9
67	Geological Resources	Erosion Hazard: Low (NRCS Soil Data - Grant Co, OR data n/a)	Avoidance Low		37.6	41.7	75.2
68	Geological Resources	Idaho Landslide Susceptibility: Low	Avoidance Low		23.8	23.8	23.8
69	Geological Resources	Within 500ft of Fault Line	Avoidance Low		13.6	11.5	13.6
70	Geological Resources	U.S. Geological Survey Active Mining Area	Avoidance High		0.2	-	0.1
71	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	CC	62.7	125.9	155.7
72	Geological Resources	Oregon Landslide Feature: Fan	Avoidance Mod		-	5.3	-
73	Geological Resources	Oregon Landslide Feature: Landslide	Avoidance Mod		11.4	5.7	4.2
74	Geological Resources	Oregon Landslide Feature: Talus-Colluvium	Avoidance Mod		5.5	3.2	1.4
75	Slope	Slope 0-15%	Opportunity		152.3	177.0	215.7
76	Slope	Slope 15-25%	Avoidance Low		63.8	48.8	48.3
77	Slope	Slope 25-35%	Avoidance Mod		35.4	28.1	19.8
78	Slope	Slope >35%	Avoidance High		23.5	28.0	14.9
79	Water and Wetlands	Floodplain: Area Not Mapped	Avoidance Low		3.6	41.5	54.0
80	Water and Wetlands	Floodplain: Not in Flood Zone	Avoidance Low		60.6	82.3	83.2
81	Water and Wetlands	Floodplain: Zone A	Avoidance Mod		0.7	1.2	0.3
82	Water and Wetlands	National Wetland Inventory	Avoidance Mod	CC	0.4	0.7	0.7
83	Water and Wetlands	Oregon Watershed Restoration Inventory Project (within 500ft Buffer of linear feature)	Avoidance Mod		0.5	-	-
84	Water and Wetlands	Oregon Watershed Restoration Inventory Project Area	Avoidance Low		3.0	-	2.2
85	Other Features	Within 200ft of Existing Pipeline	Opportunity	CC	0.1	1.2	1.7

Table D-15. Western, Central, and Eastern Route Data Table (continued)

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1/]	Community Criteria[2/]	Western Route	Central Route	Eastern Route
					Length in Miles		
				TOTAL LENGTH	**275.1**	**281.9**	**298.8**
86	Other Features	Vale District Utility Corridor	Opportunity		3.1	5.9	3.4
87	Other Features	West-wide Energy Corridor	Opportunity	CC	19.9	19.9	19.9
88	Other Features	National Forest Utility Corridor	Opportunity	CC	-	5.4	5.4
89	Other Features	Parallel to Existing Transmission Line	Opportunity		46.3	58.4	105.0

Notes:
1/ For explanation of Permitting Difficulty categories, see Section 3.1 Table 3.1-1.
2/ Rows designated with "CC" indicate Community Criteria. These are the criteria the PATs wanted to be considered in the analysis.

APPENDIX E

1:24,000 Topographic Maps

Boardman
Bombing Range
Approach Zone

Tower Rd

Sixmile

POVERTY RIDGE

Tower Rd

T3N R24E

230kV

Canyon

Industrial Waste Ponds

Industrial Waste Ponds

Boeing Well

Powerplant

Substa

CONVEYOR

Carty West Dam

500kV

GRASSLAND SUBSTATION

MORROW COUNTY

Pumping Sta

Industrial Waste Ponds

CARTY RESERVOIR

T2N R24E

BOARDMAN CONSERVATION AREA

Canyon

Boardman
Bombing Range
Approach Zone

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 1 OF 68

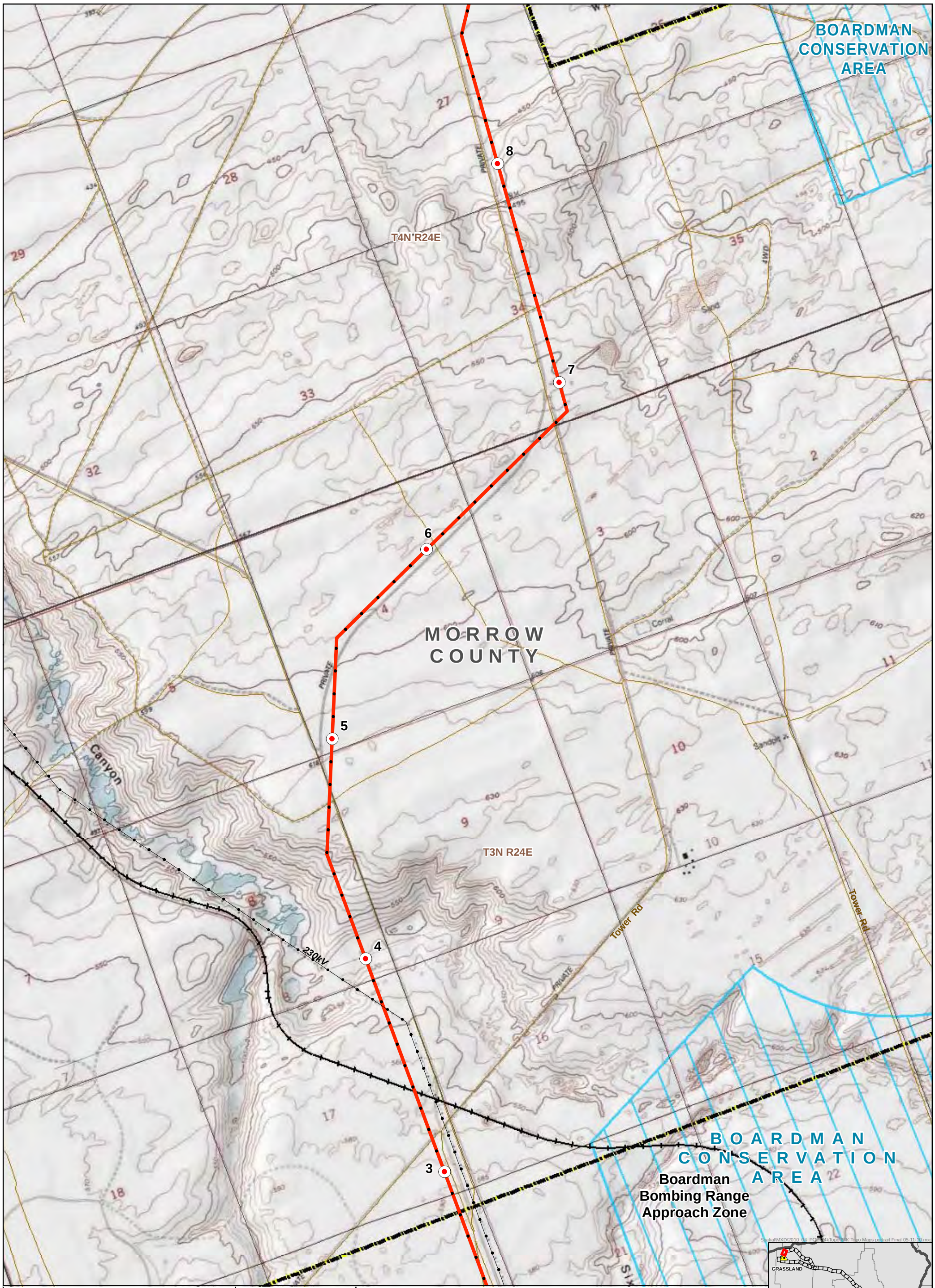
0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 1
Morrow County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

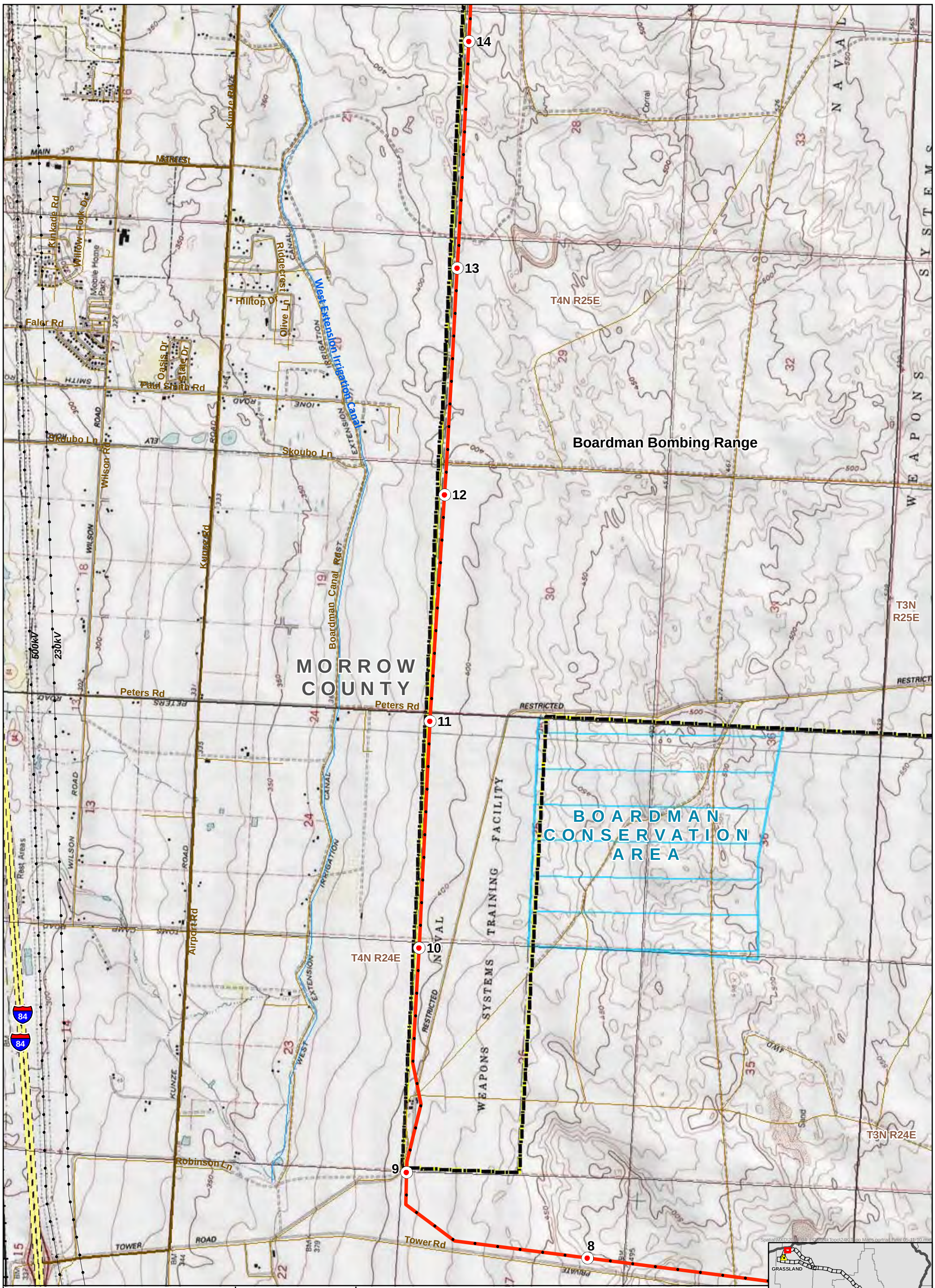
AUGUST 2010

APPENDIX E
MAP 2 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

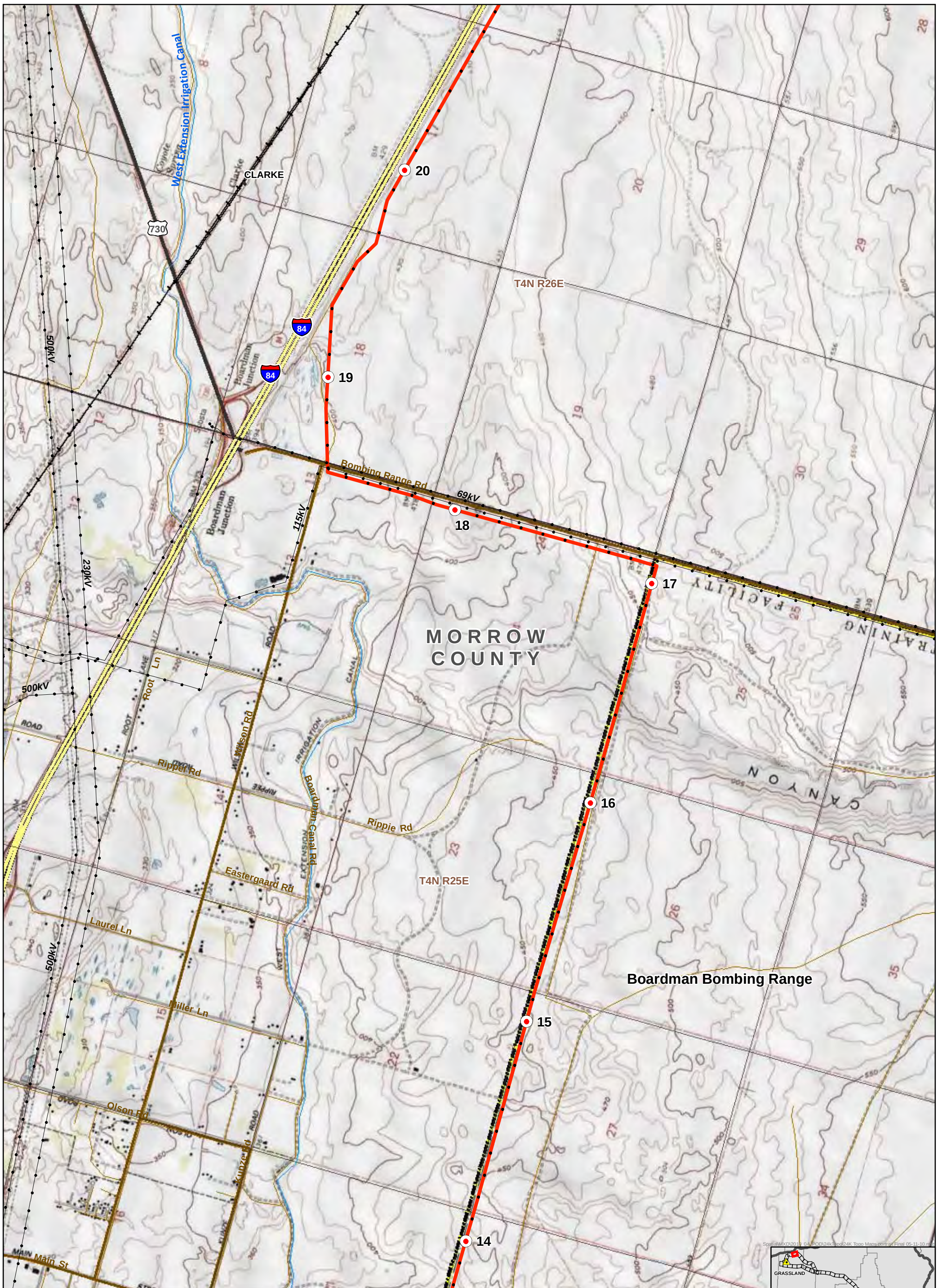
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 3 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 4 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

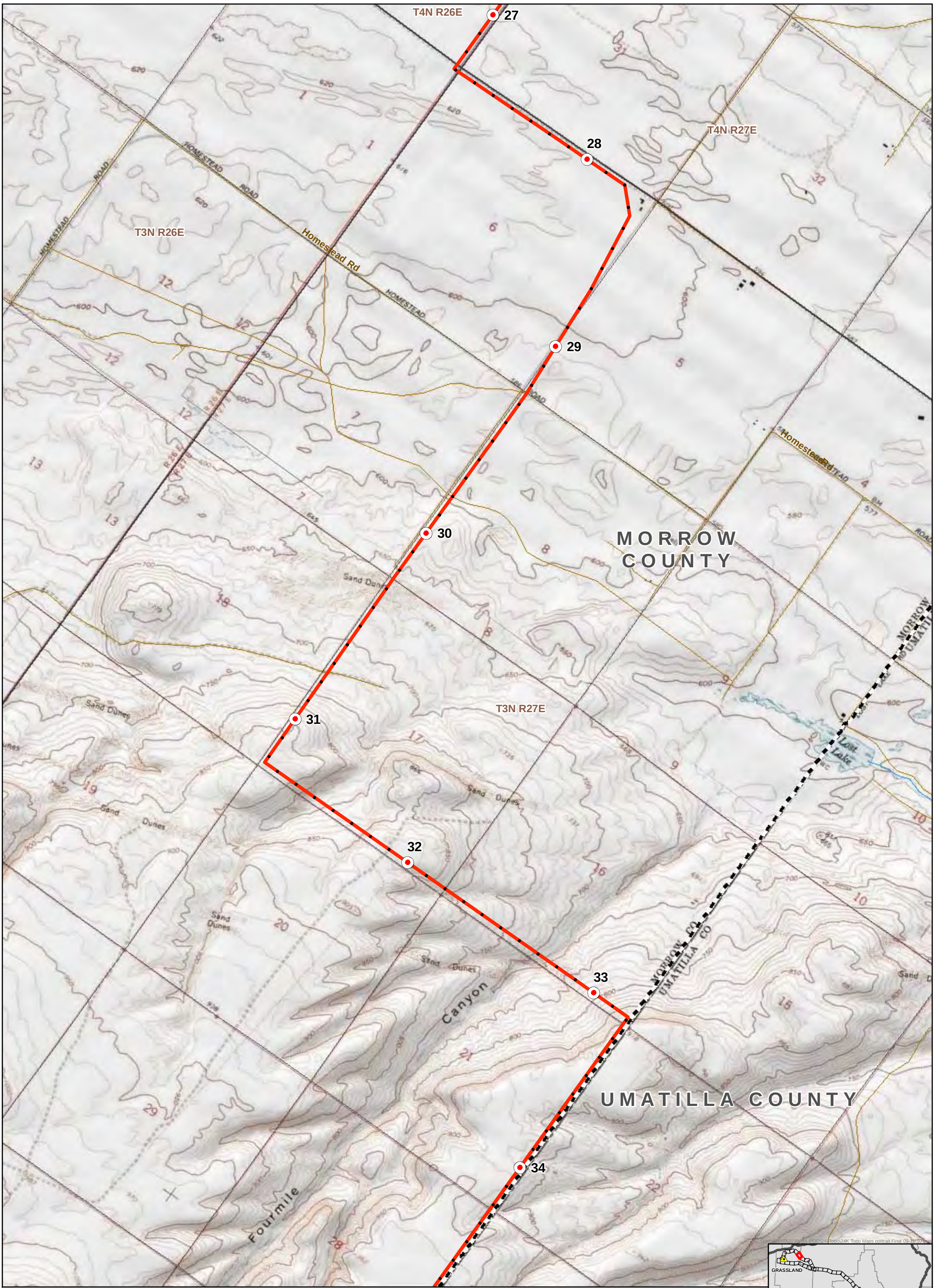
AUGUST 2010

APPENDIX E
MAP 5 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

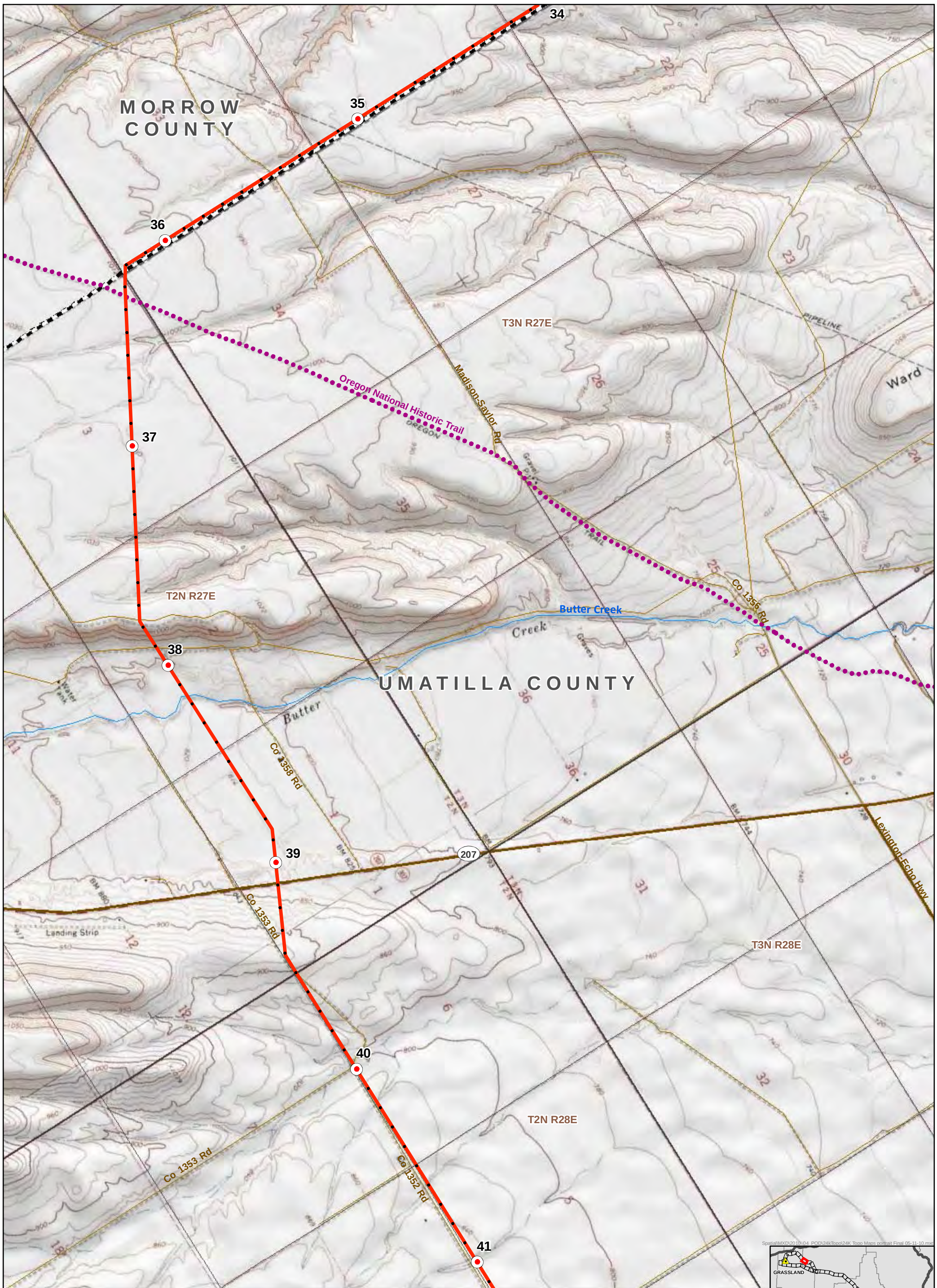
APPENDIX E
MAP 6 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

MAP 6
Morrow County/Umatilla County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

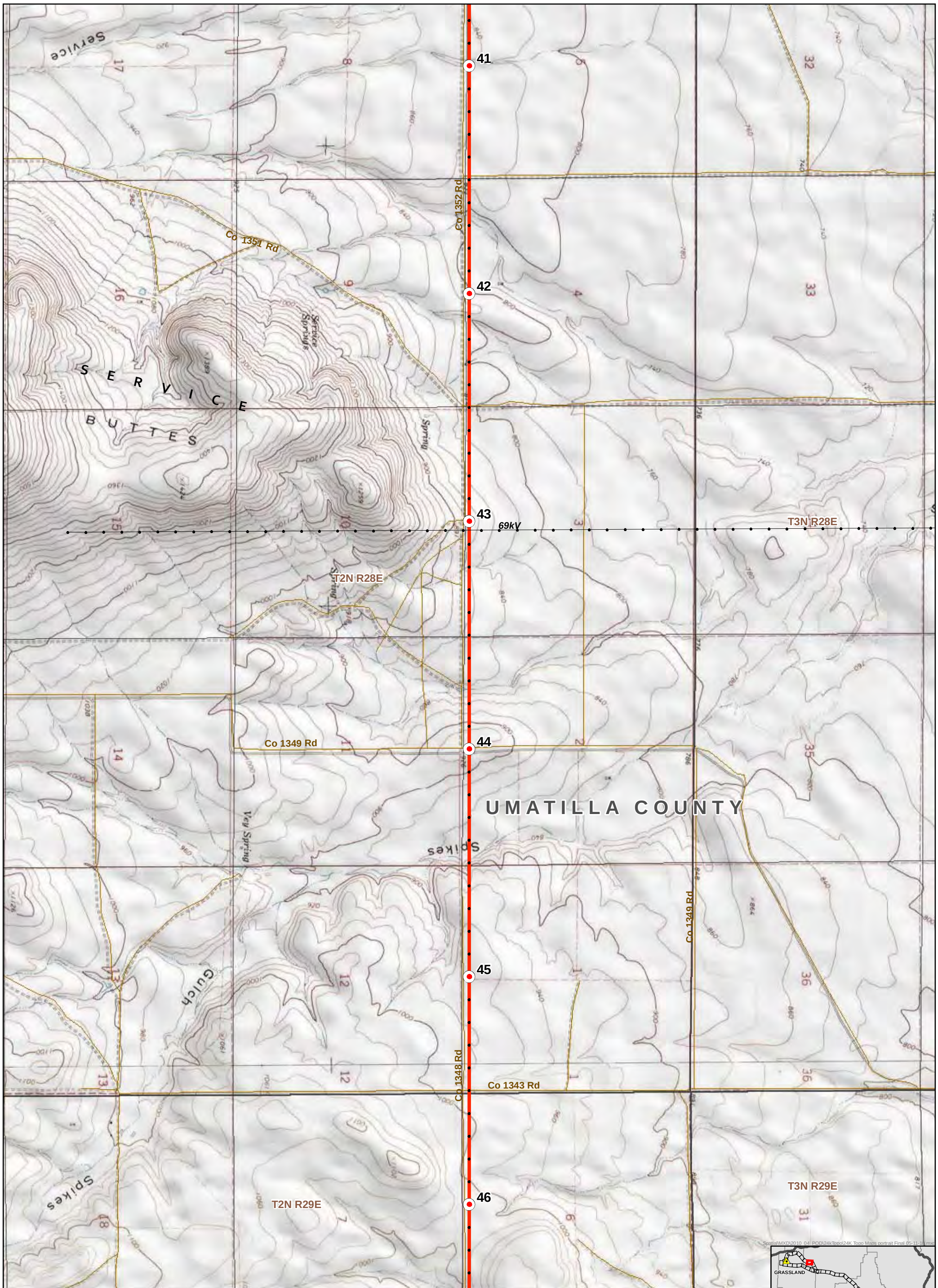
APPENDIX E
MAP 7 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 7
Morrow County/Umatilla County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

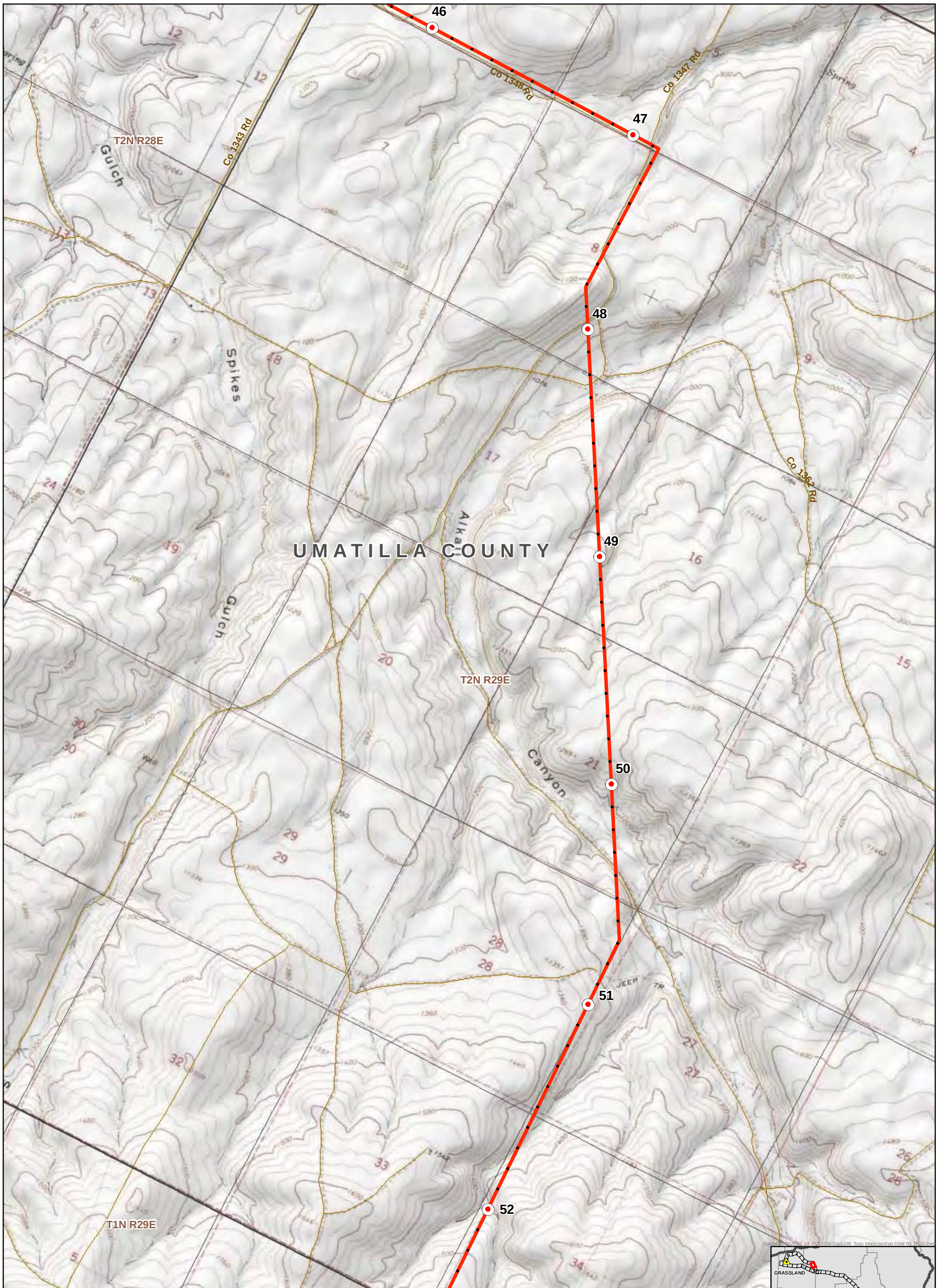
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 8 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 9 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

MAP 9
Umatilla County

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 10 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 11 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 12 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

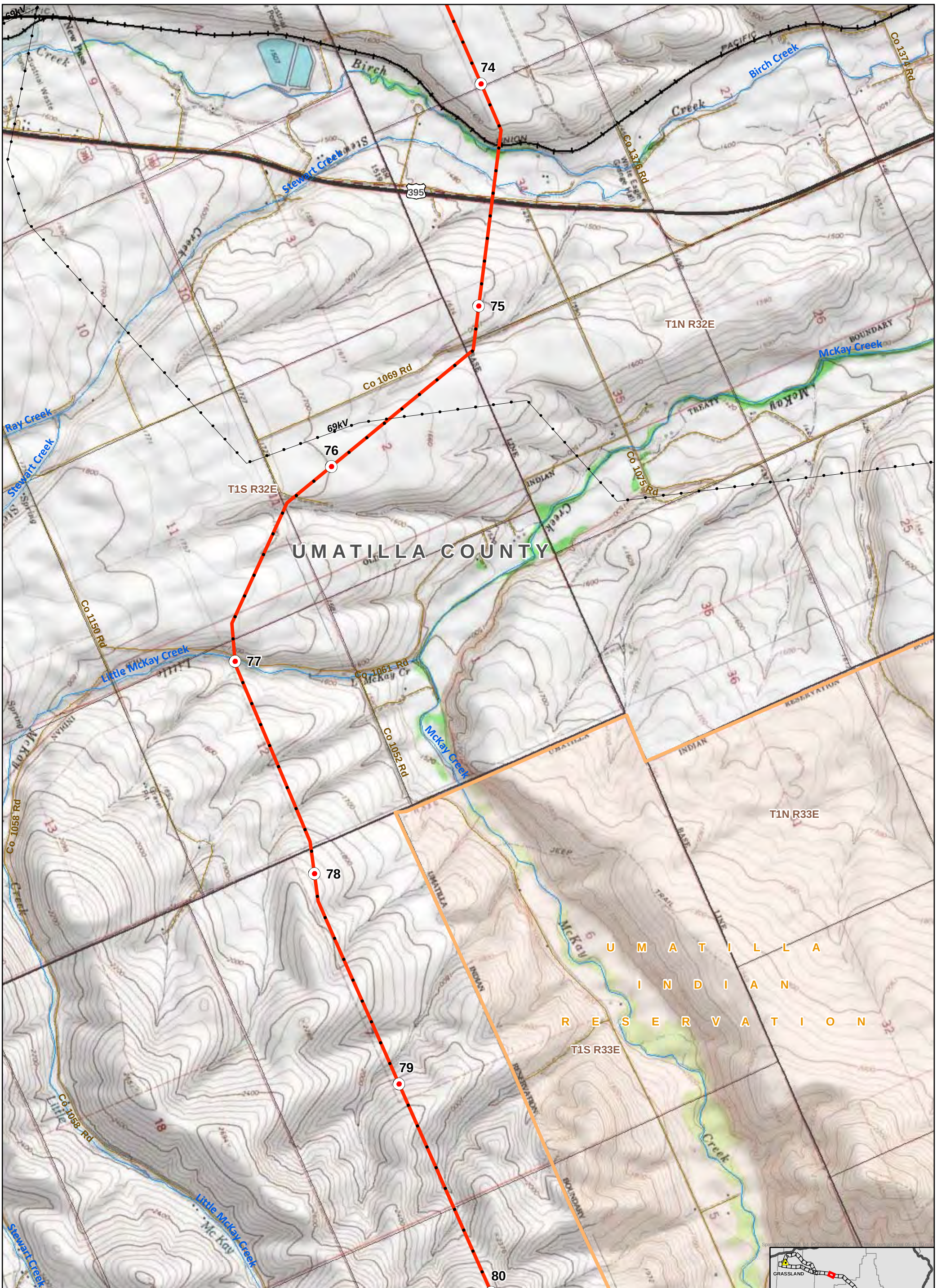
AUGUST 2010

APPENDIX E
MAP 13 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 14 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

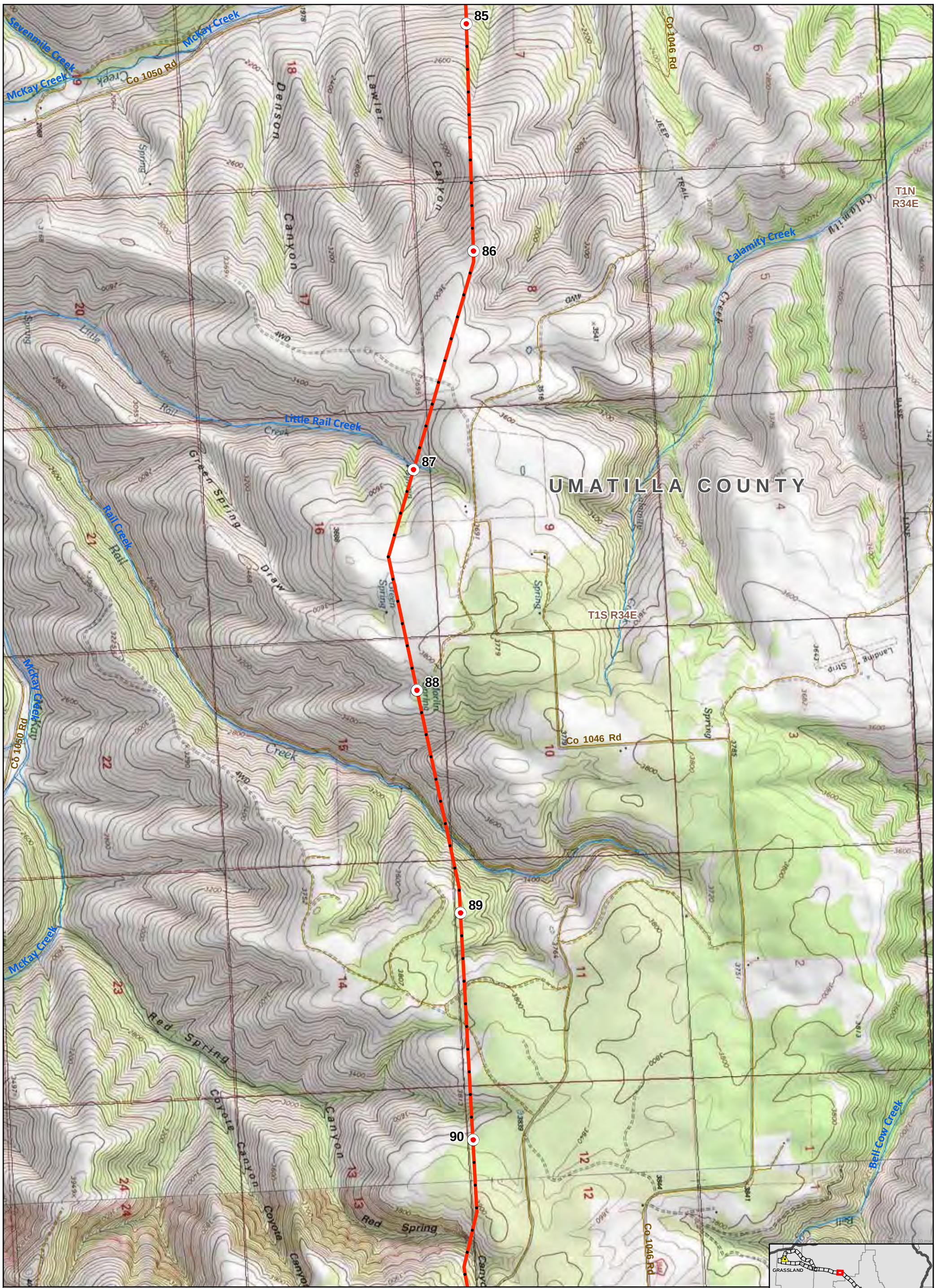
AUGUST 2010

APPENDIX E
MAP 15 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

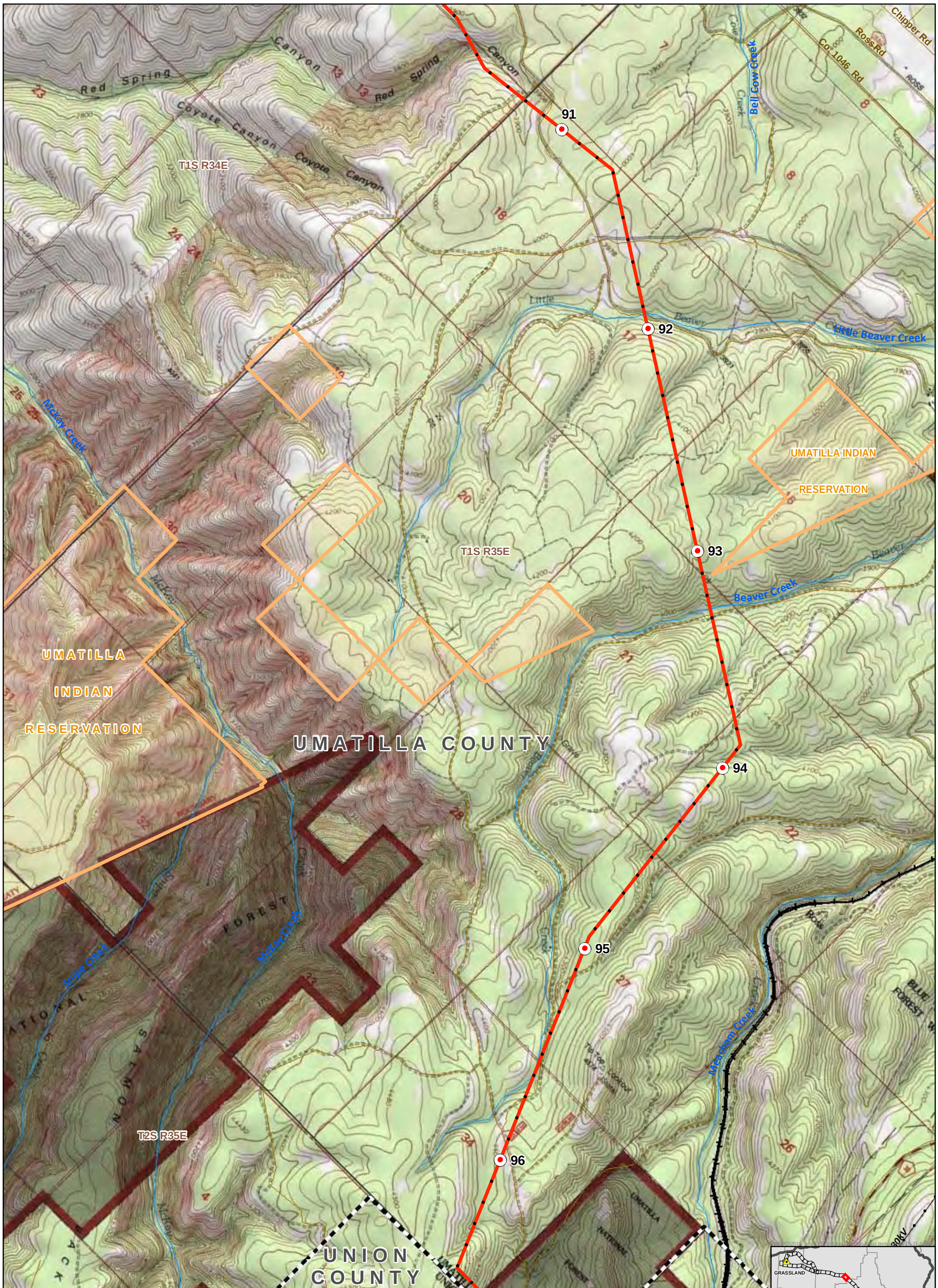
AUGUST 2010

APPENDIX E
MAP 16 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

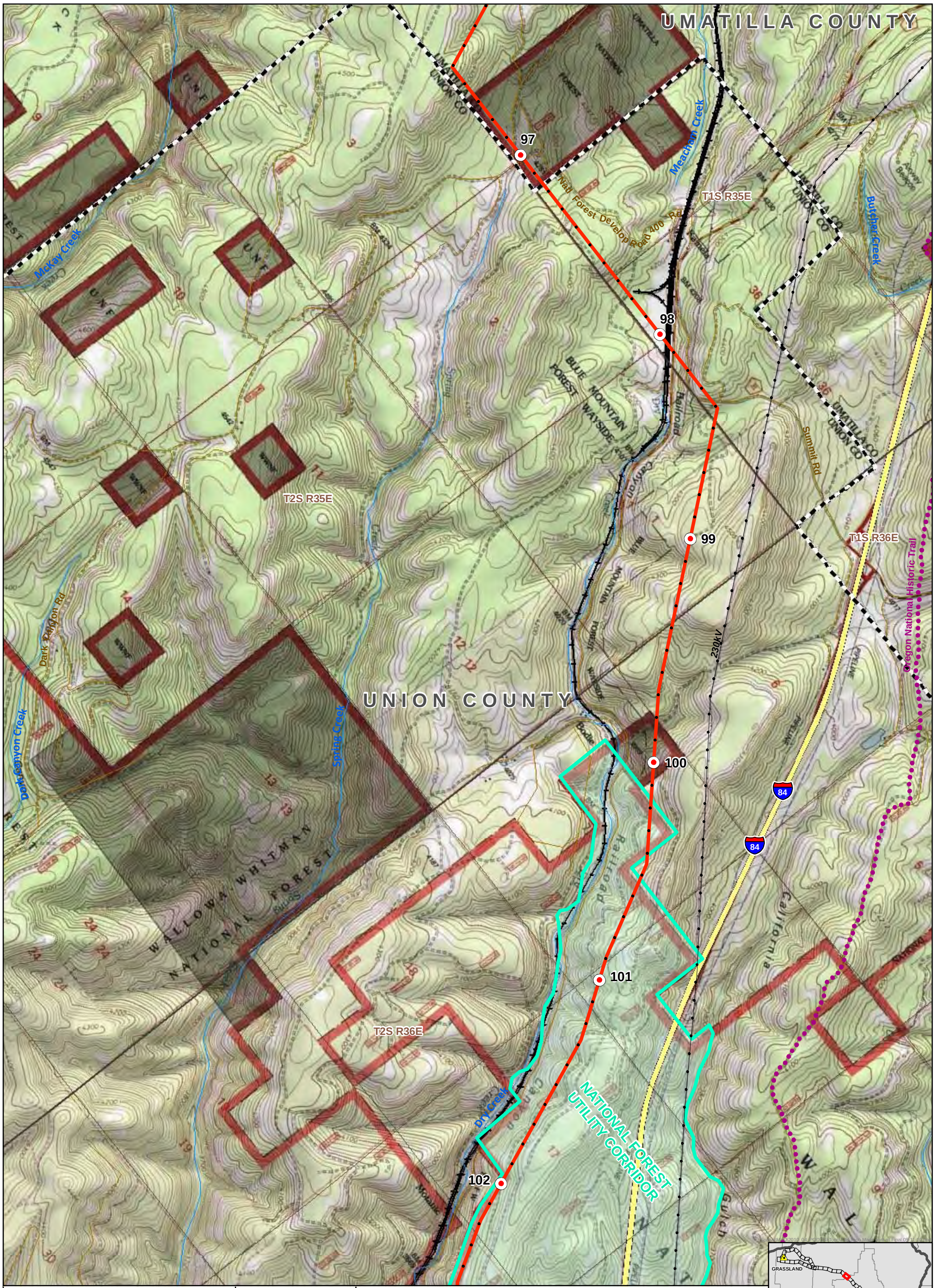
APPENDIX E
MAP 17 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 17
Umatilla County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

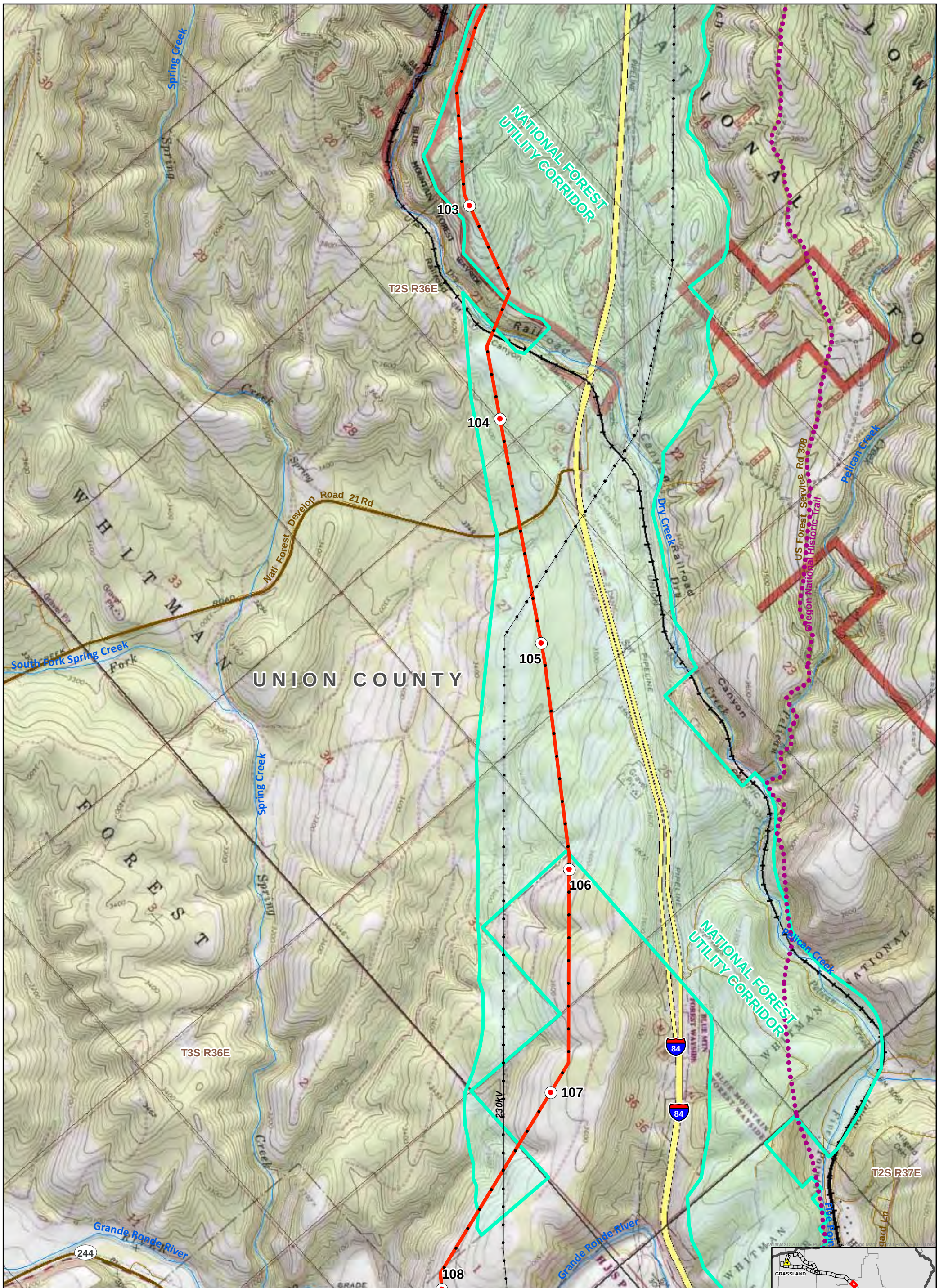
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 18 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

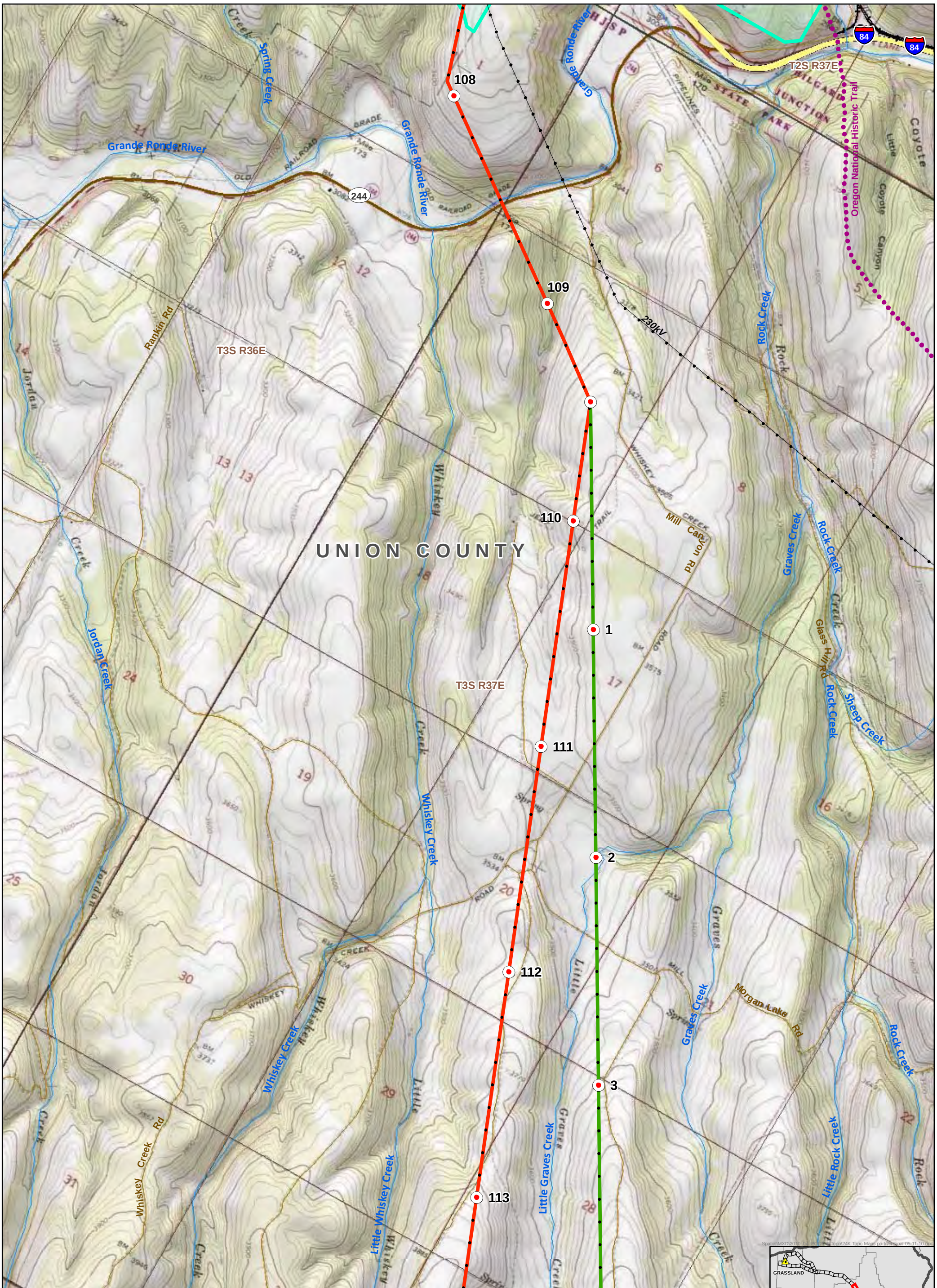
APPENDIX E
MAP 19 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 19
Union County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route & Glass Hill Alternative

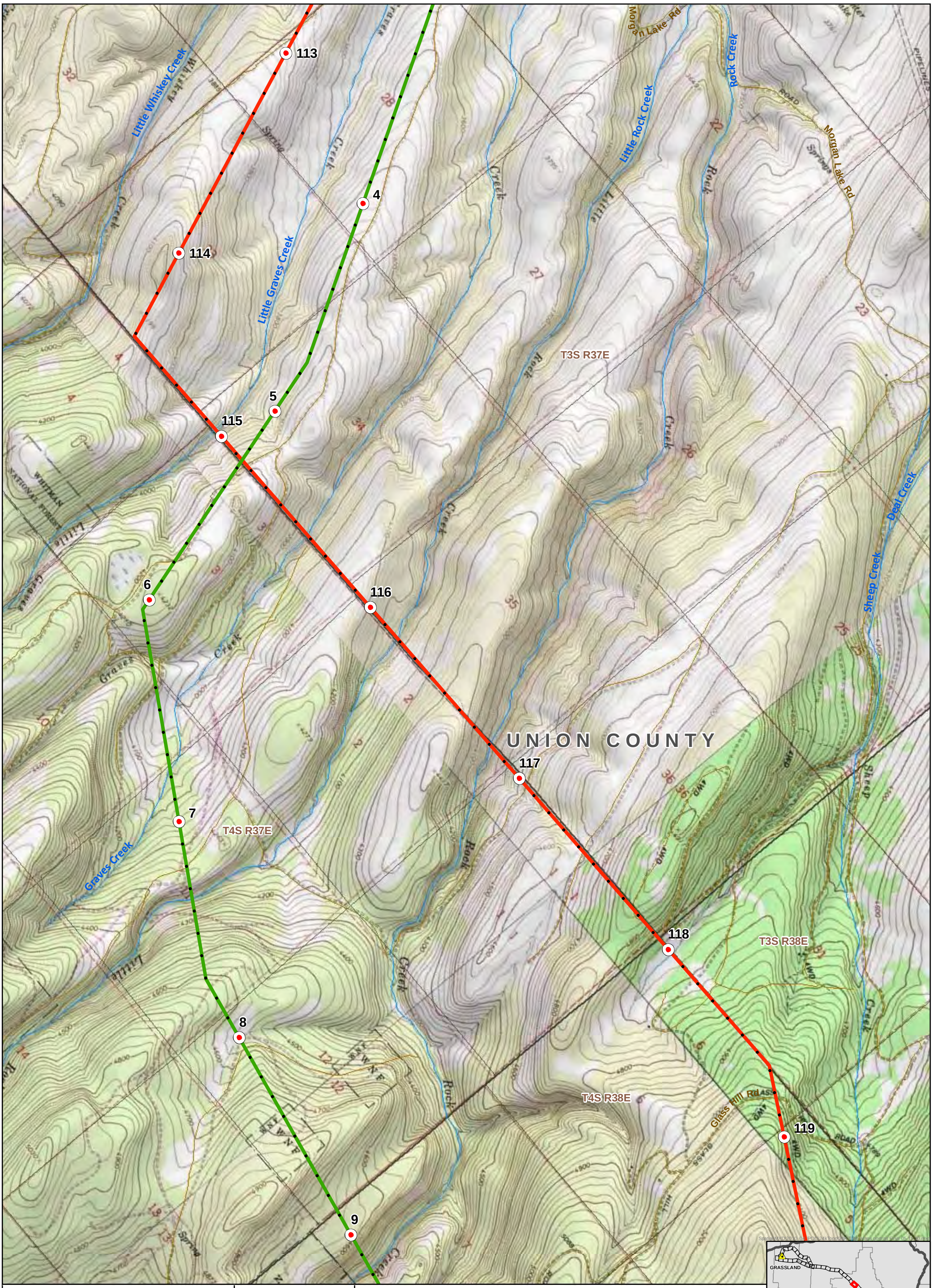
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 20 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route & Glass Hill Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

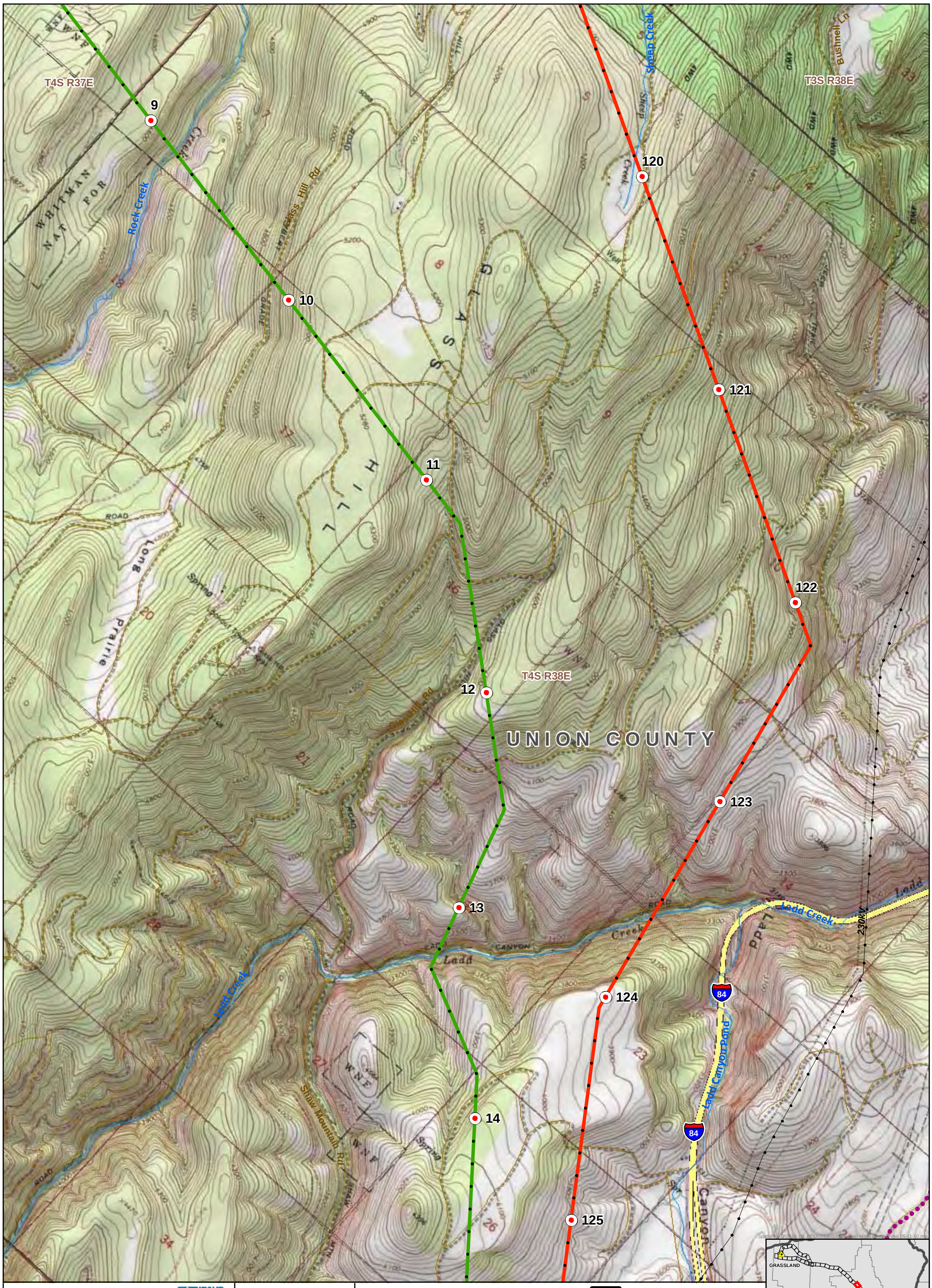
AUGUST 2010

APPENDIX E
MAP 21 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY
MAP 21
Union County

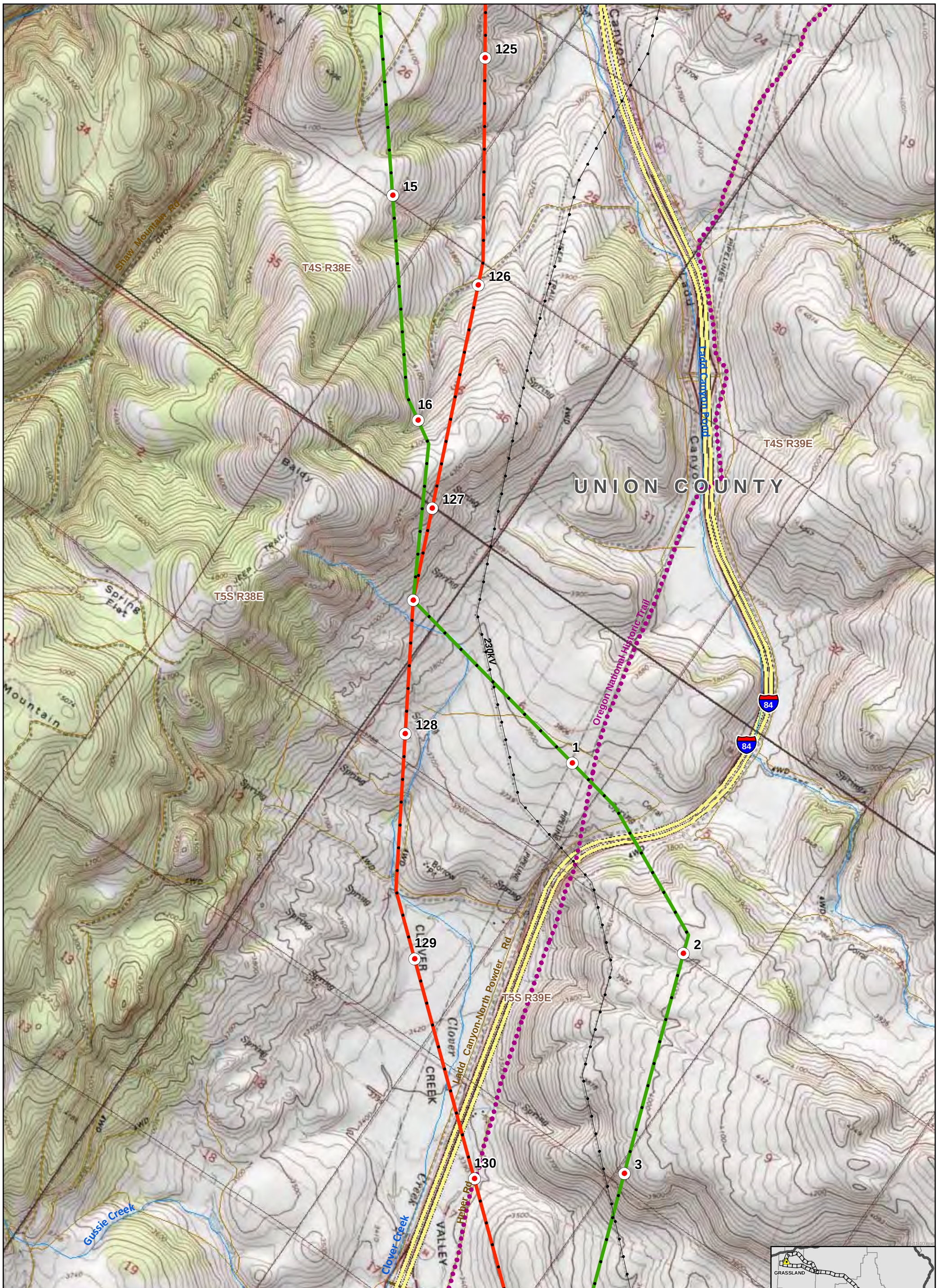


DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route & Glass Hill Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 22 OF 68



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route,
Glass Hill & Clover Creek Valley Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

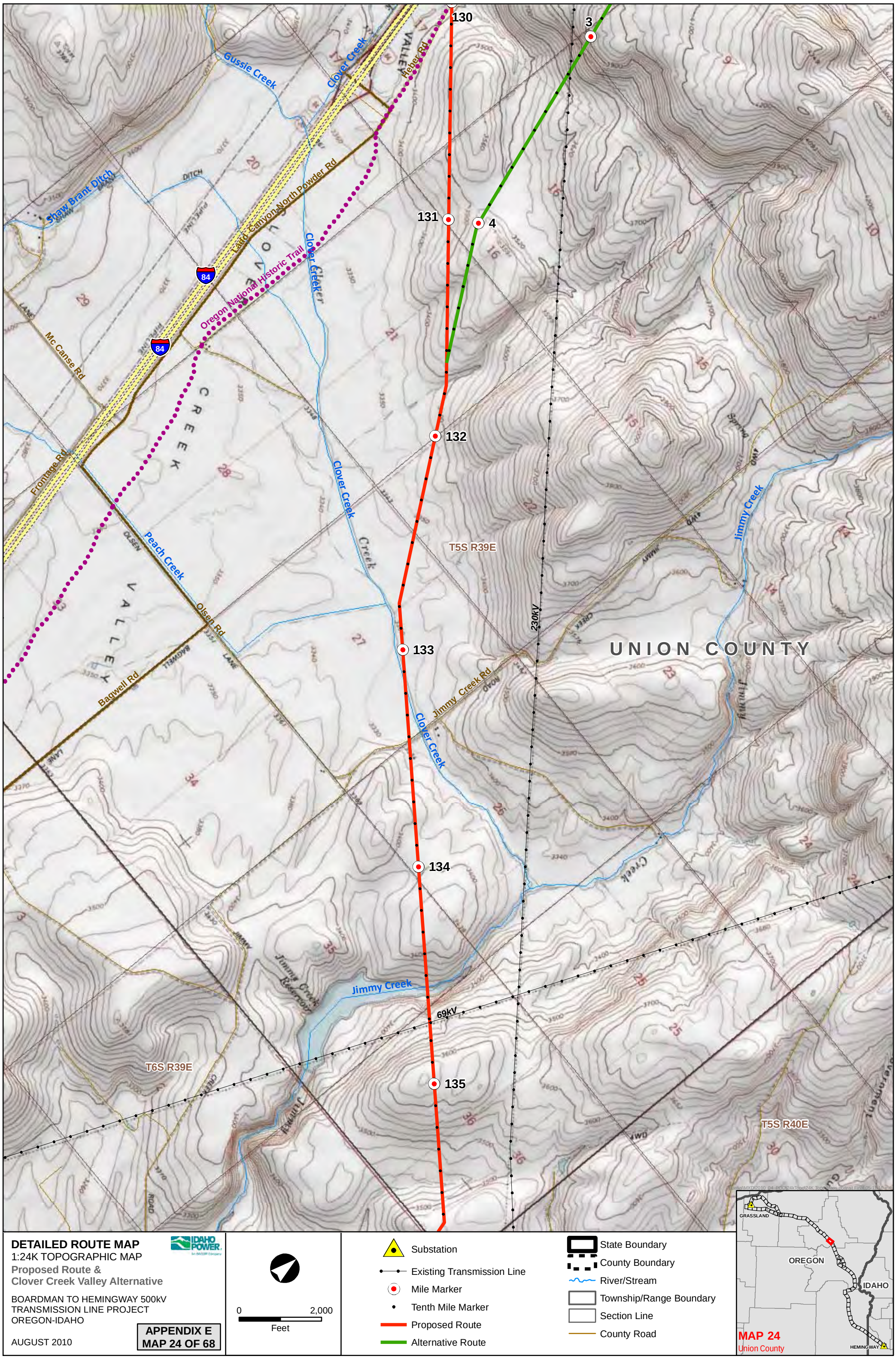
AUGUST 2010

APPENDIX E
MAP 23 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route &
Clover Creek Valley Alternative

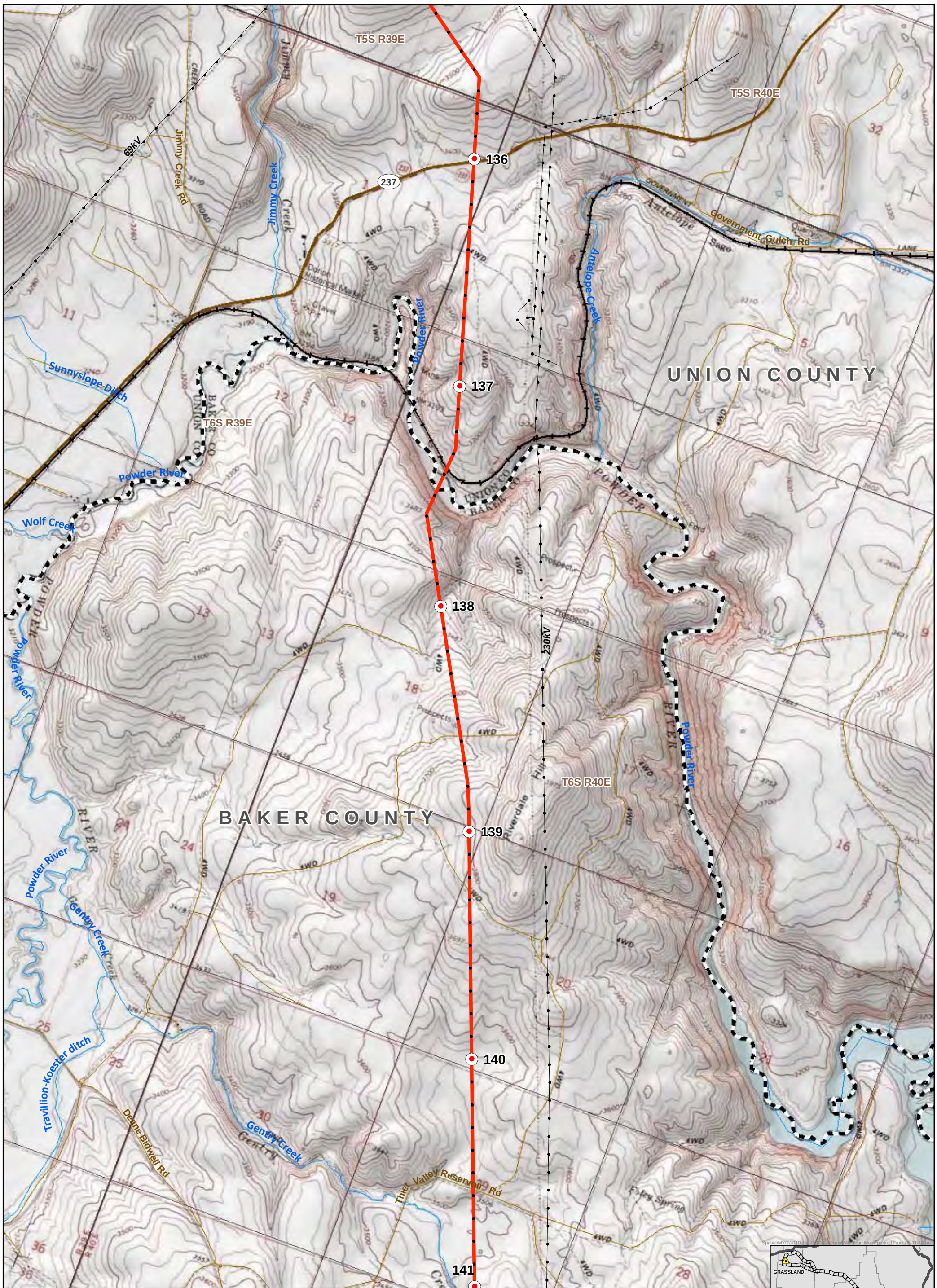
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 24 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 25 OF 68

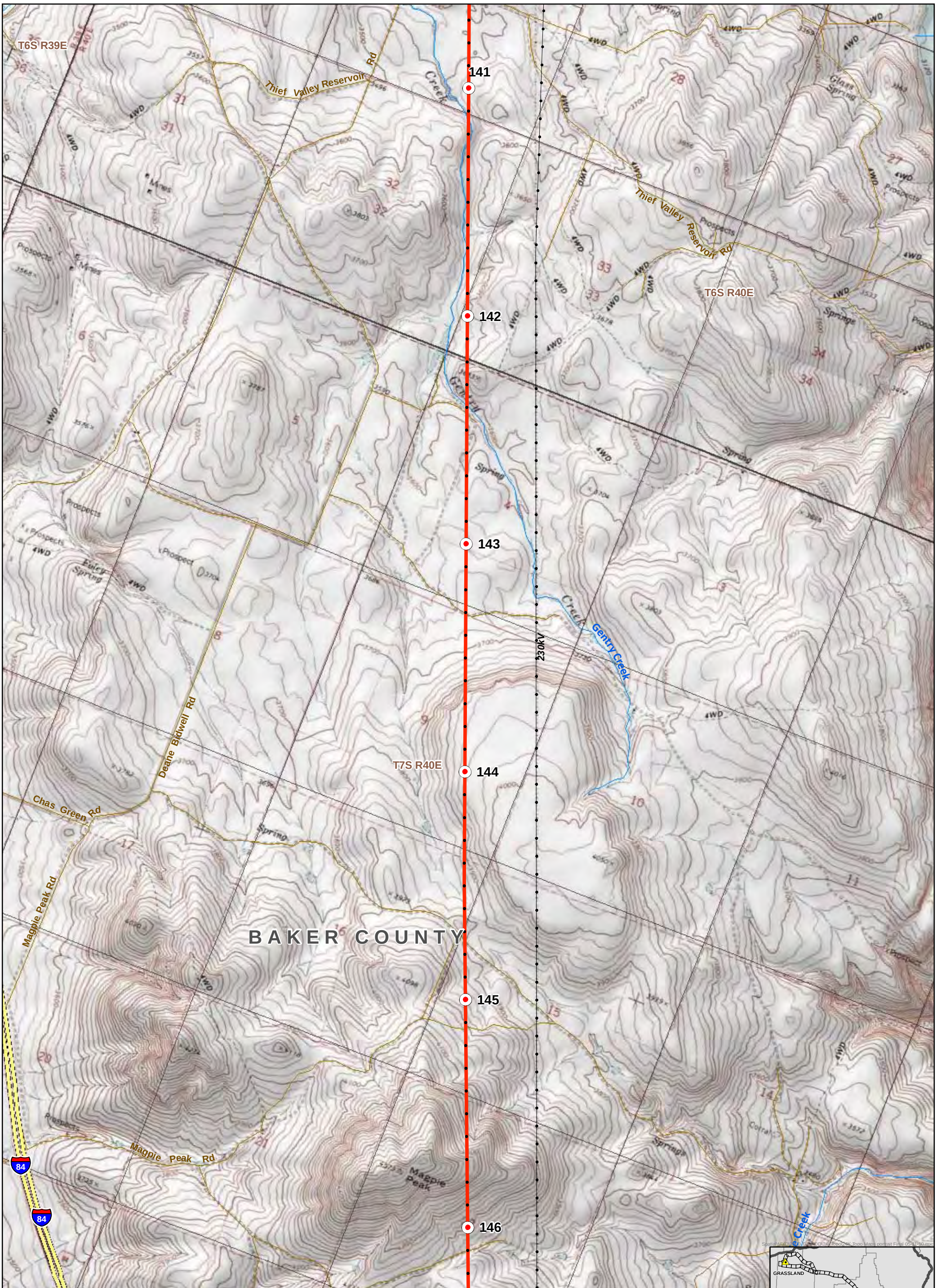
0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 25
Union County/Baker County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

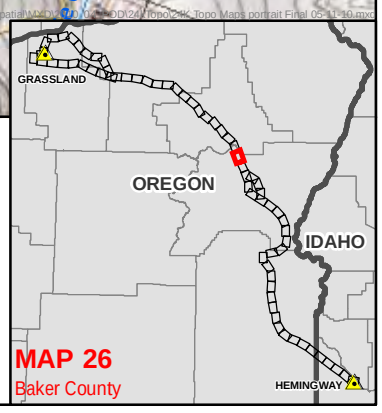
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 26 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



MAP 26
Baker County

146
147
148
149
150
151
84
84
Rest Areas
Quarry
T7S R40E
Magpie Creek
Deane Bidwell Rd
Culley Ln
LILLEY
DITCH
230kV
4WD
Salt Creek
T7S R41E
BAKER COUNTY
Still Rd
T8S R40E
Schetky Rd
Schetky Rd
Schetky Rd
Baldock Slough
Slough
203
Baldock
T8S R41E
GRASSLAND
OREGON
IDAHO
HEMINGWAY
MAP 27
Baker County

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 27 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

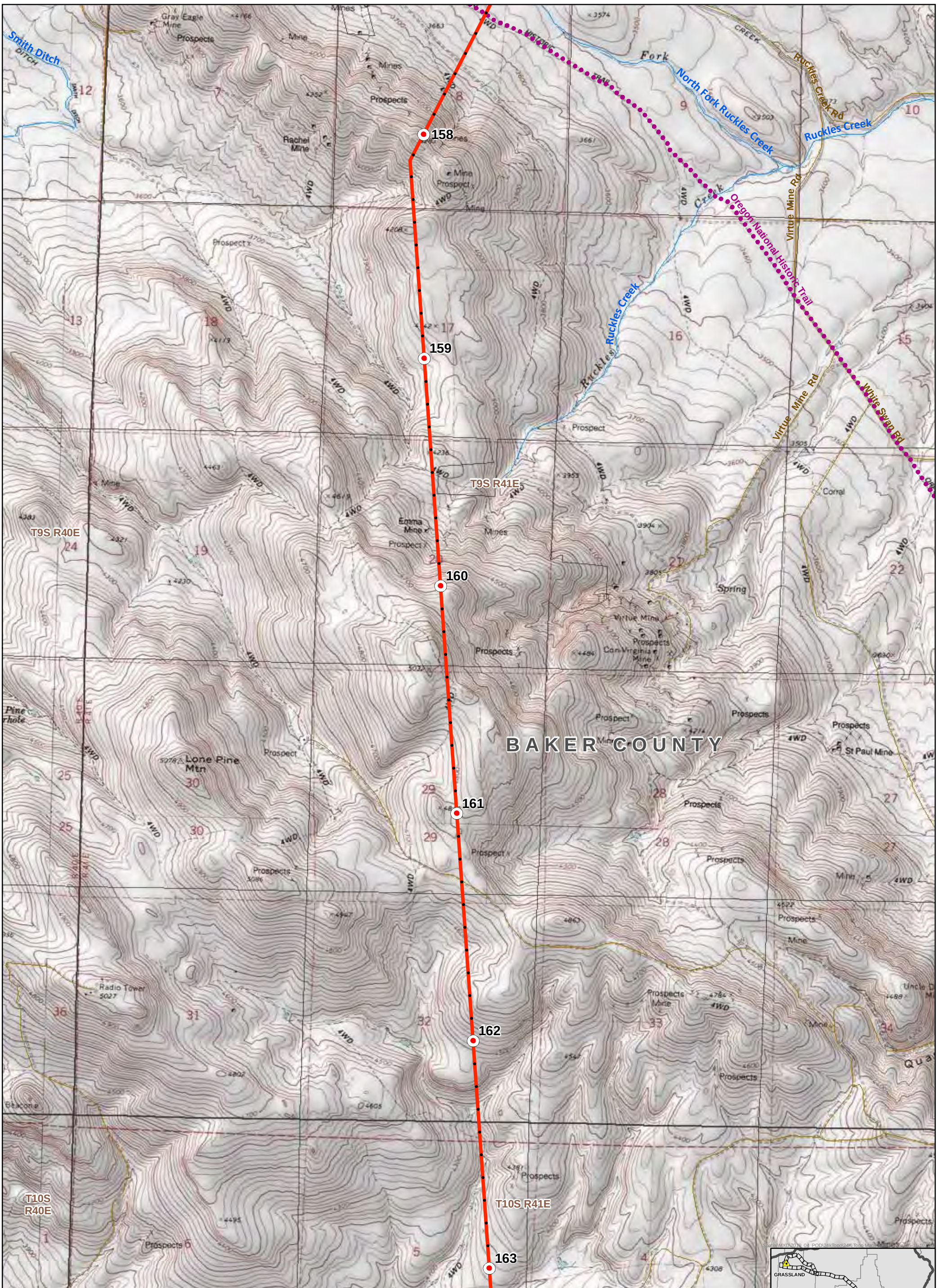
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 28 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

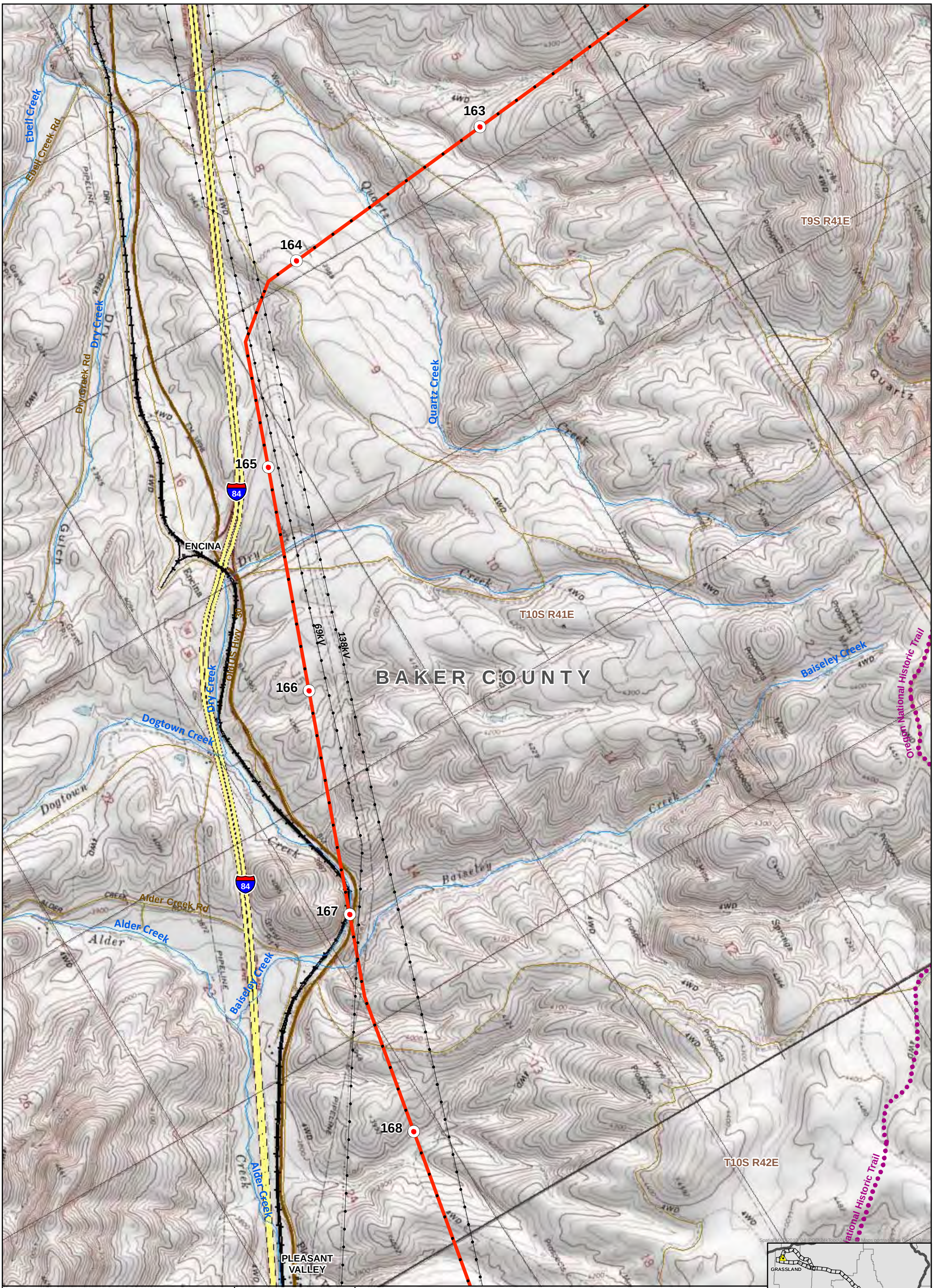
APPENDIX E
MAP 29 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 29
Baker County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

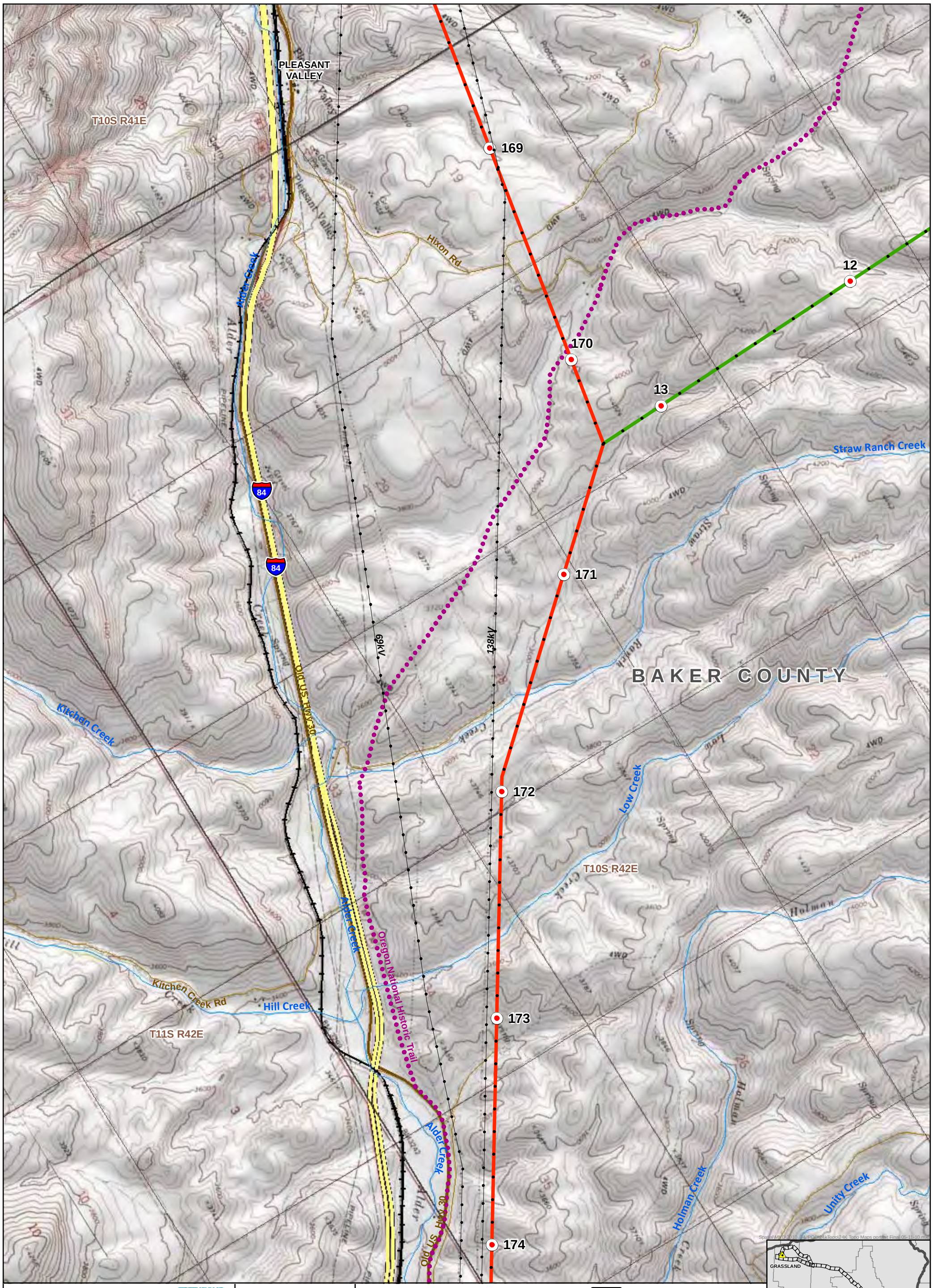
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 30 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 31 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY
MAP 31
Baker County

174
175
176
177
178
179
BAKER COUNTY
T10S R42E
T10S R43E
T11S R42E
T11S R43E
Unity Creek
Holman Creek
Pritchard Creek
Lawrence Creek
Alder Creek
Old US Hwy 30
Oregon National Historic Trail
69kV
138kV
Hindman Rd
Iron Mtn Rd
Burnt River Canyon Rd
Chambeam Ditch
Burnt River
Lang Rd
Vandecar Rd
Durkee Creek
Big Springs Creek
Iron Mountain
Iron Gulch
Canyon Gulch
Stock Pond
DURKEE
84

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

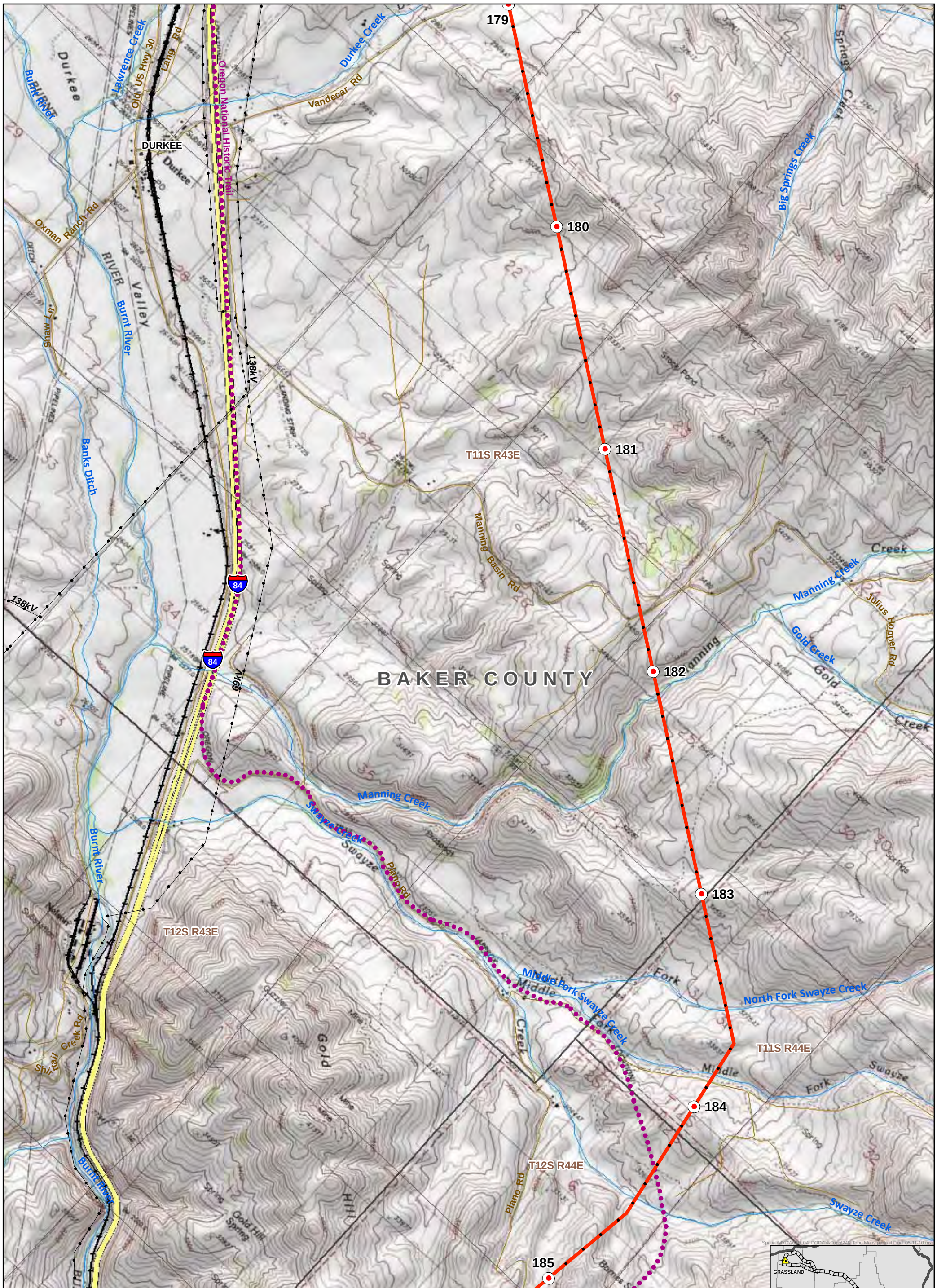
AUGUST 2010

APPENDIX E
MAP 32 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY
MAP 32
Baker County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

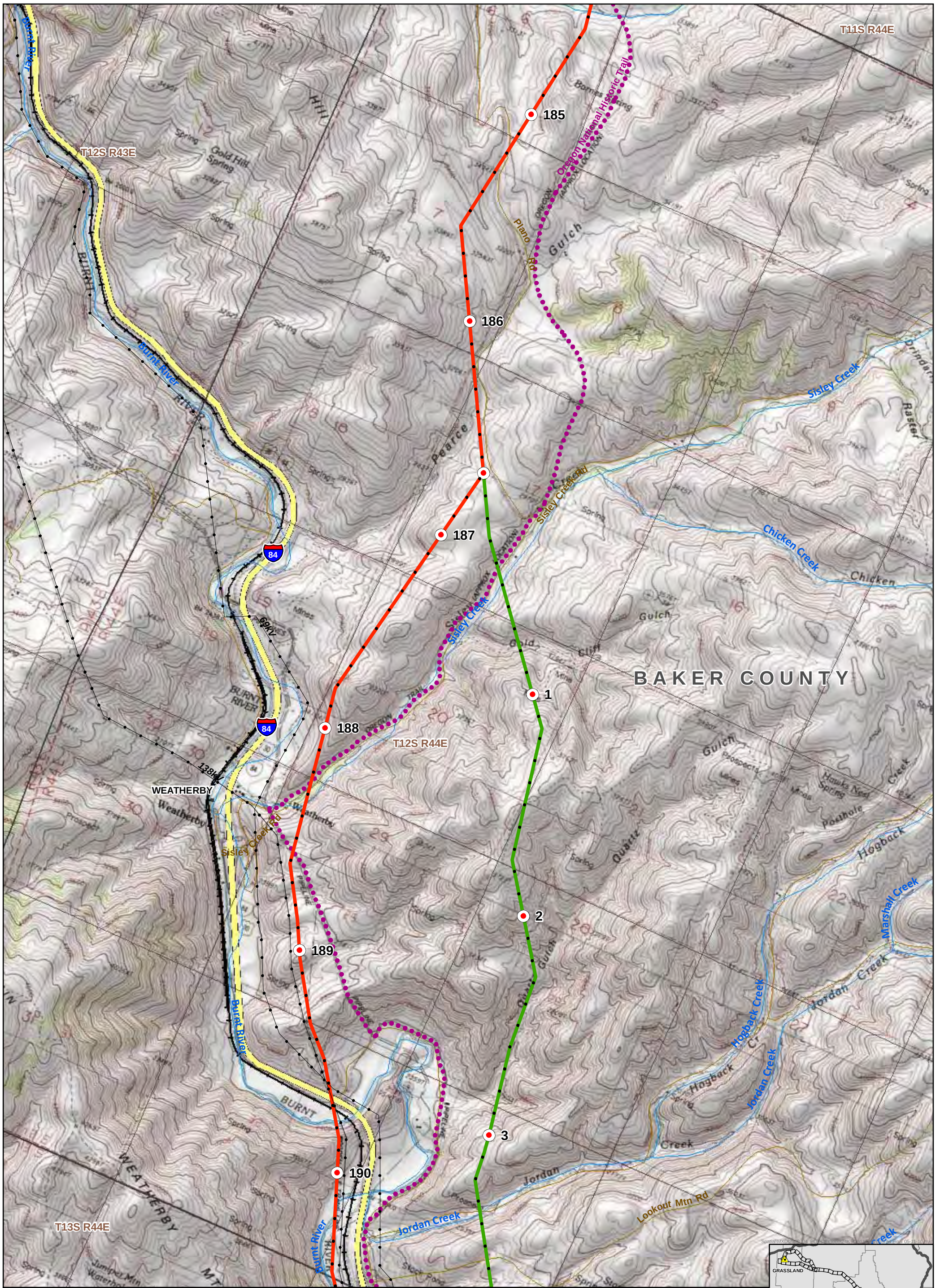
AUGUST 2010

APPENDIX E
MAP 33 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

MAP 33
Baker County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route & Weatherby Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

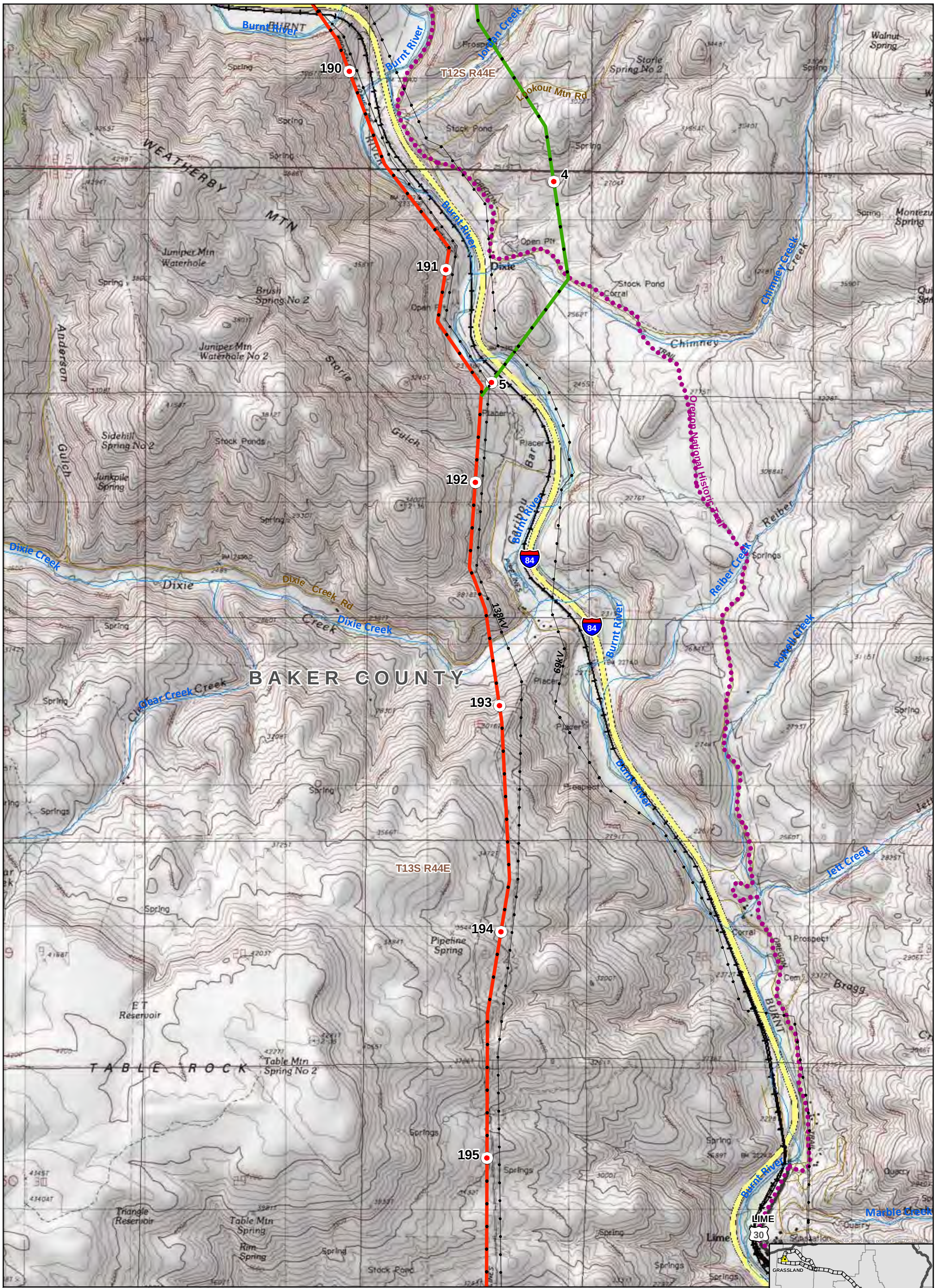
APPENDIX E
MAP 34 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 34
Baker County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route & Weatherby Alternative

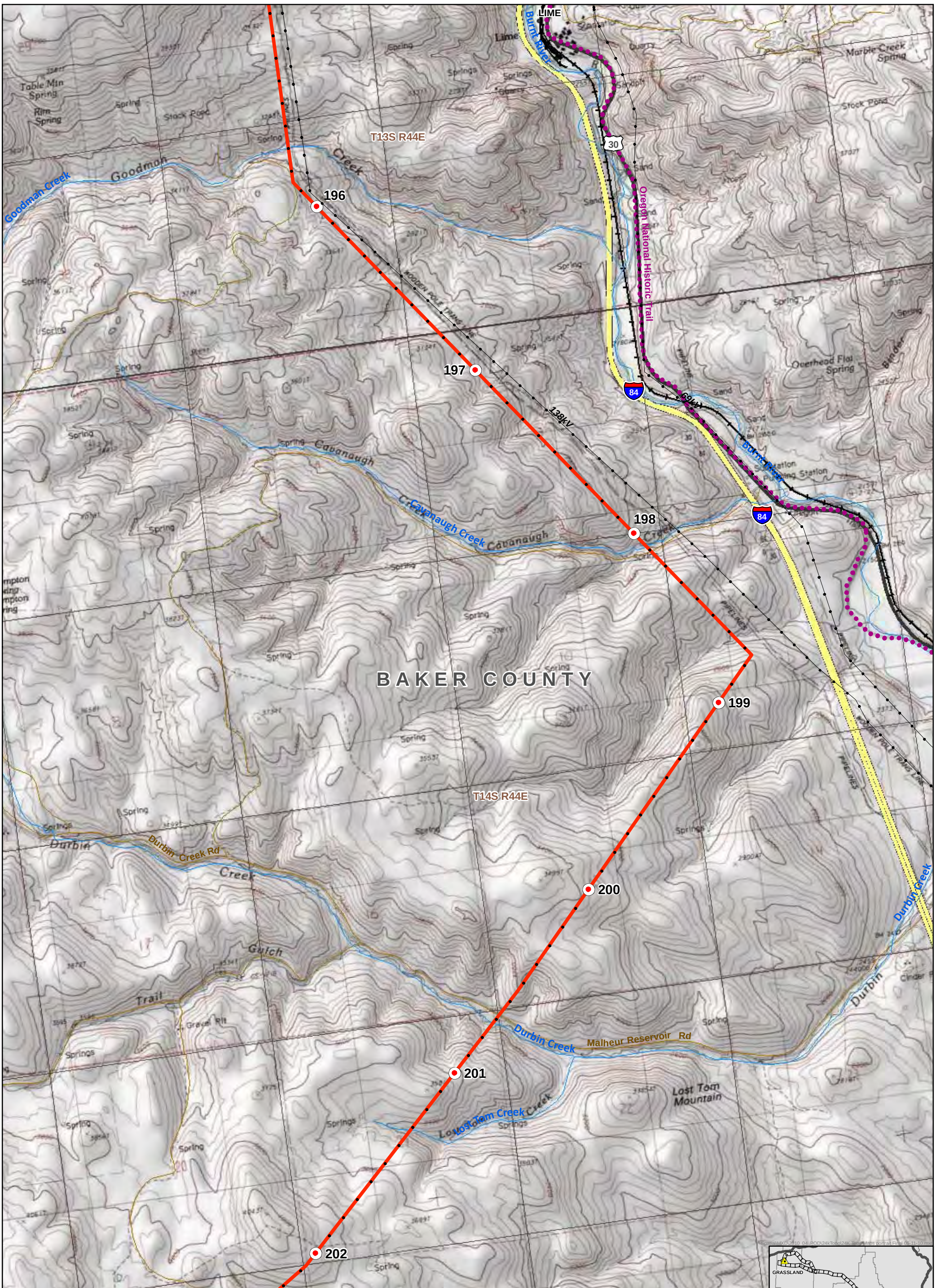
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 35 OF 68

0 2,000
Feet

- Substation
- Existing Transmission Line
- Mile Marker
- Tenth Mile Marker
- Proposed Route
- Alternative Route
- State Boundary
- County Boundary
- River/Stream
- Township/Range Boundary
- Section Line
- County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 36 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 37 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 37
Baker County/Malheur County

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

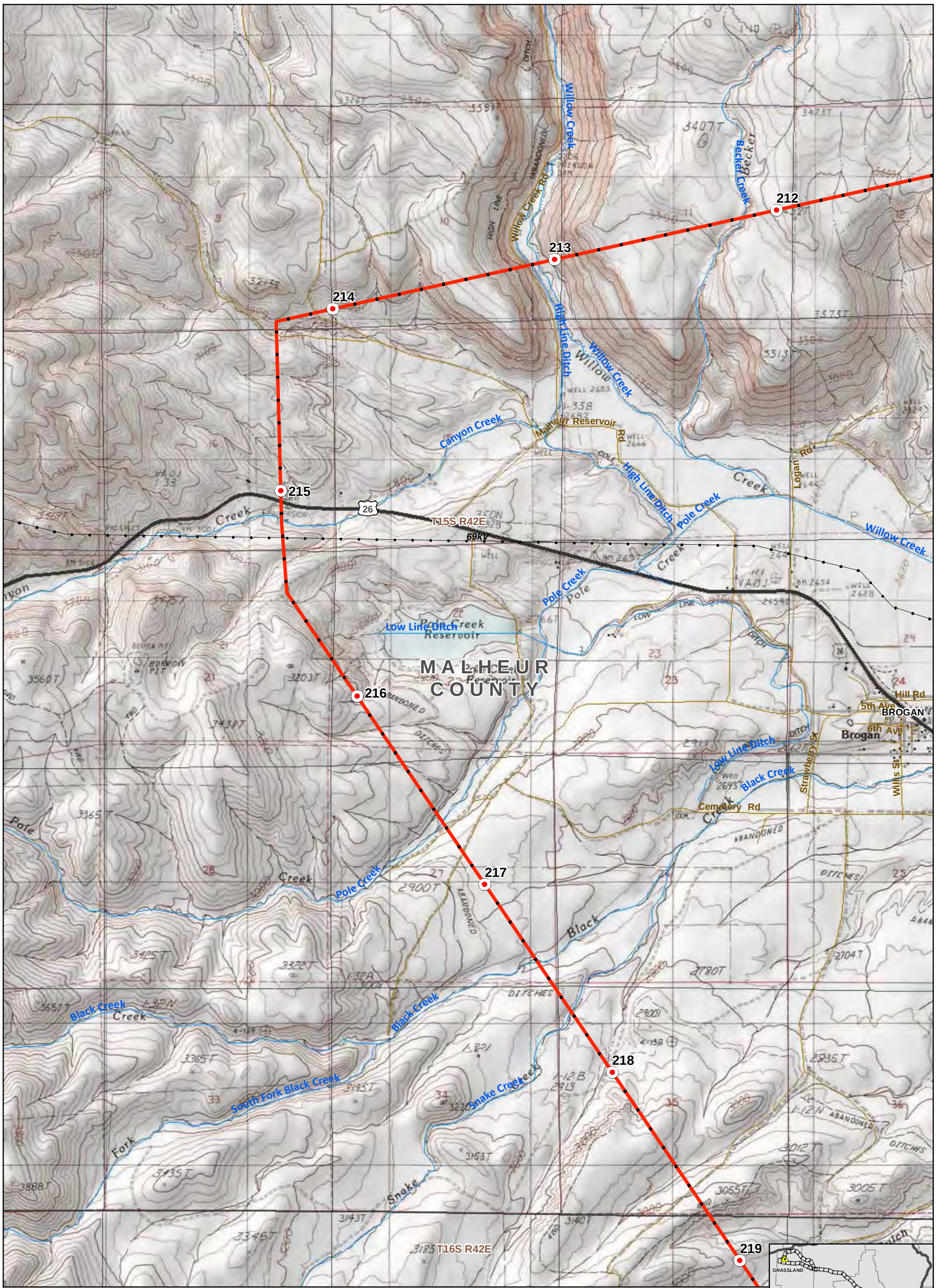
AUGUST 2010

APPENDIX E
MAP 38 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

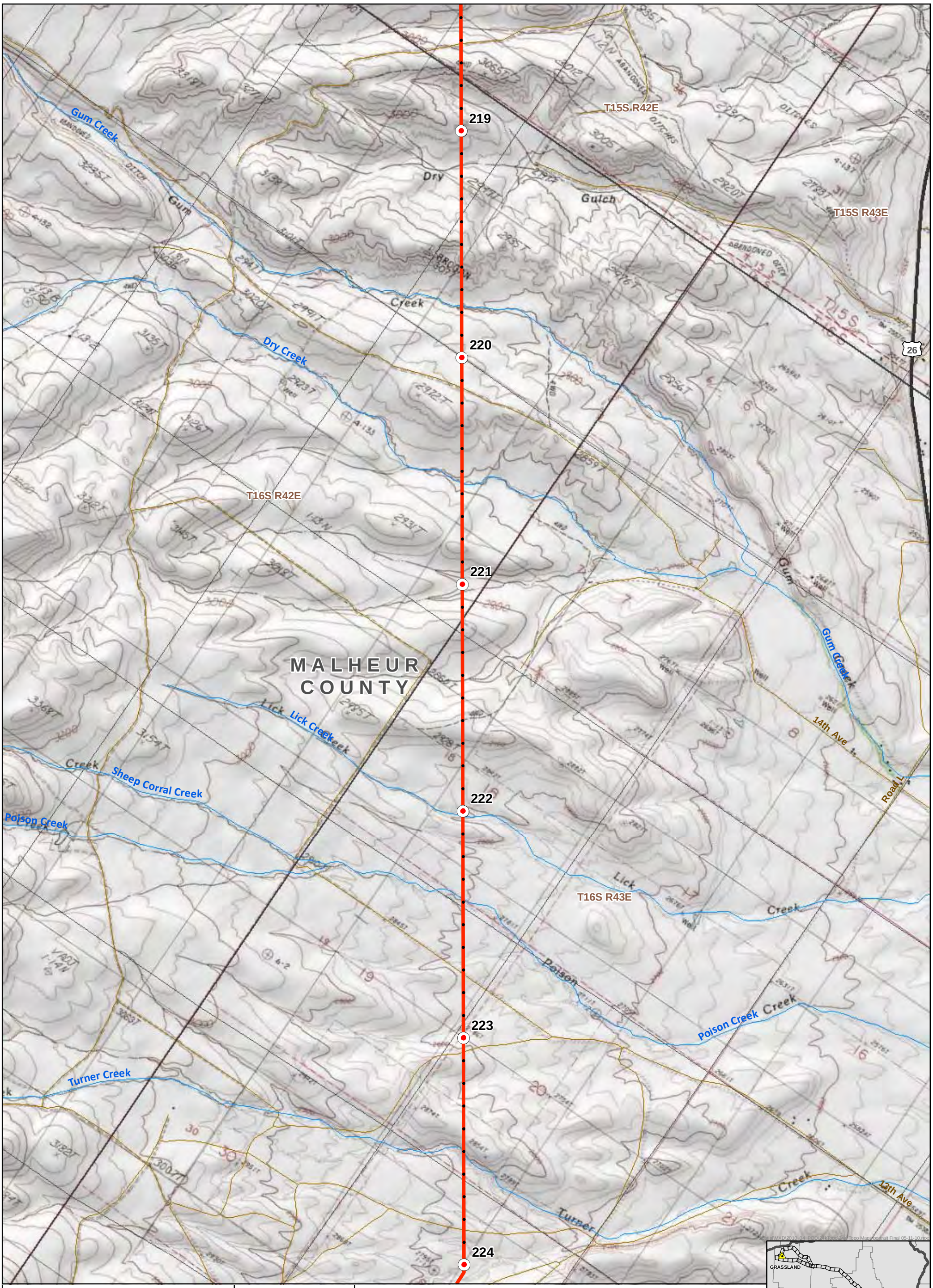
AUGUST 2010

APPENDIX E
MAP 39 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

MAP 39
Malheur County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

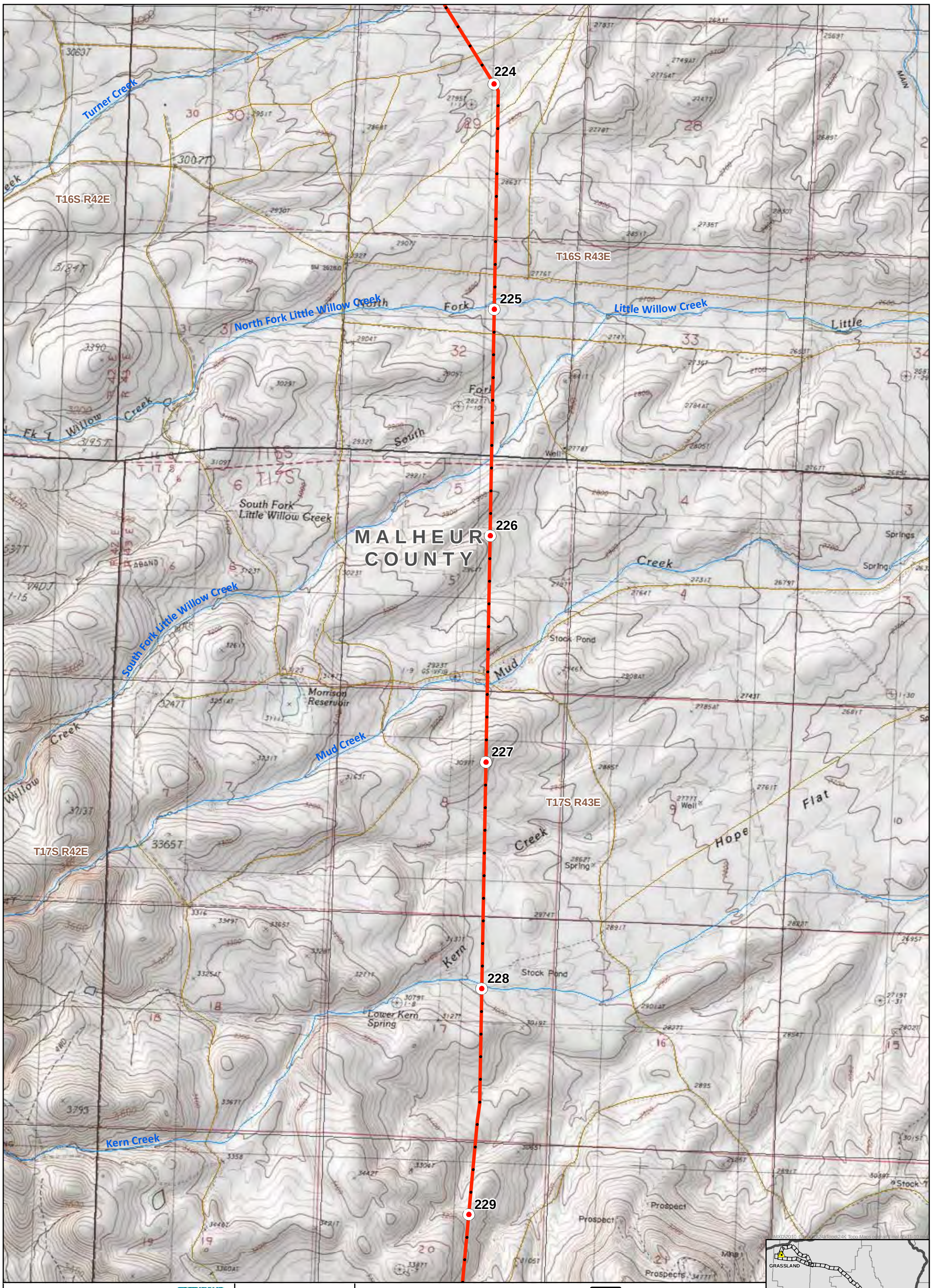
AUGUST 2010

APPENDIX E
MAP 40 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY
MAP 40
Malheur County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

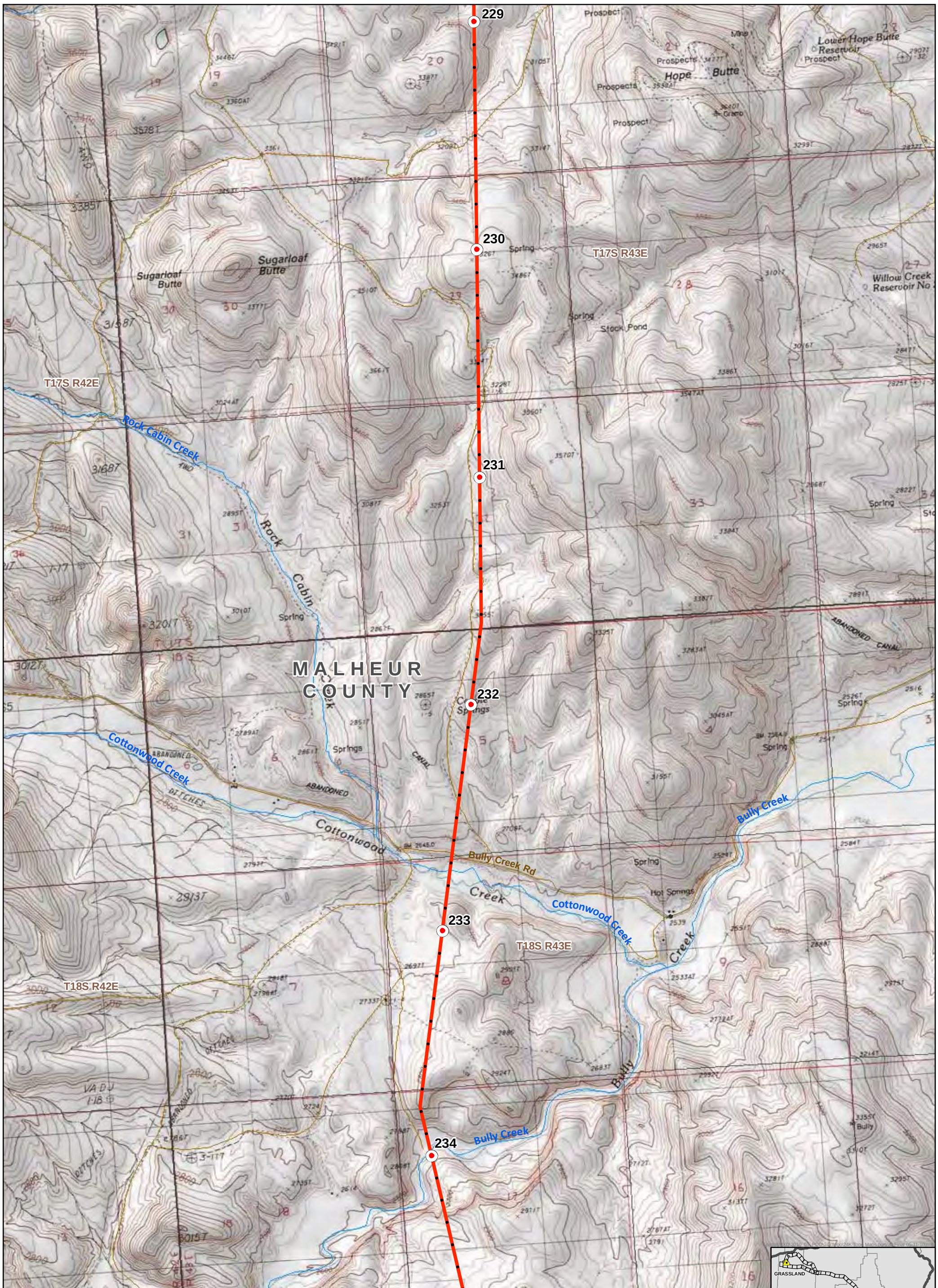
APPENDIX E
MAP 41 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY
MAP 41
Malheur County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

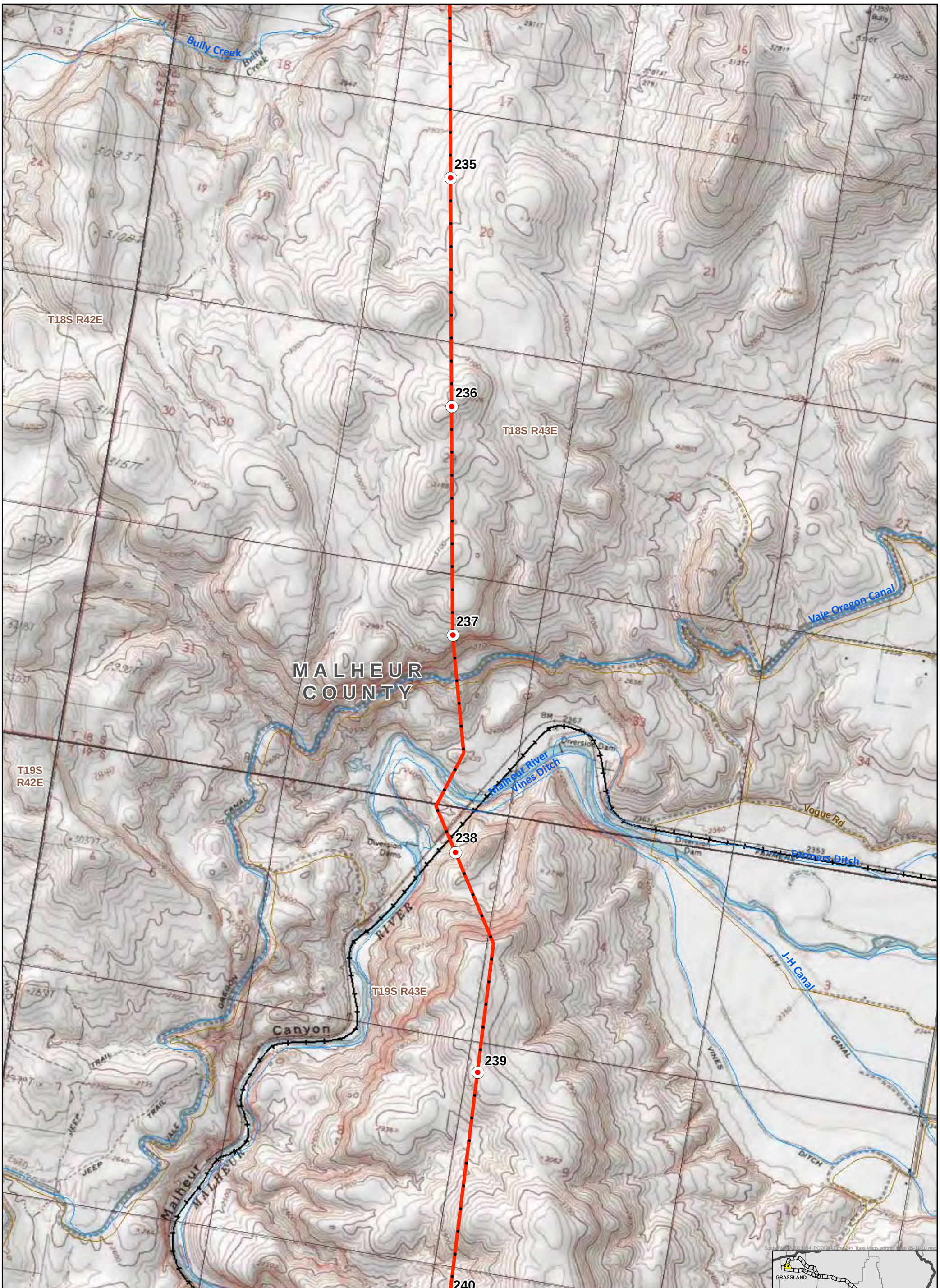
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 42 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

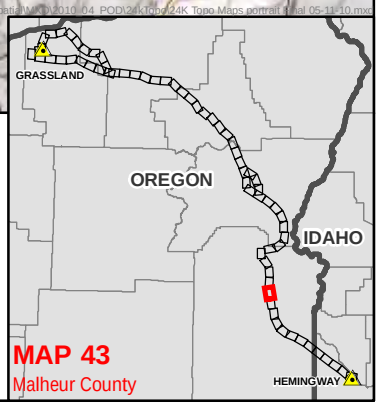
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 43 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



MAP 43
Malheur County

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

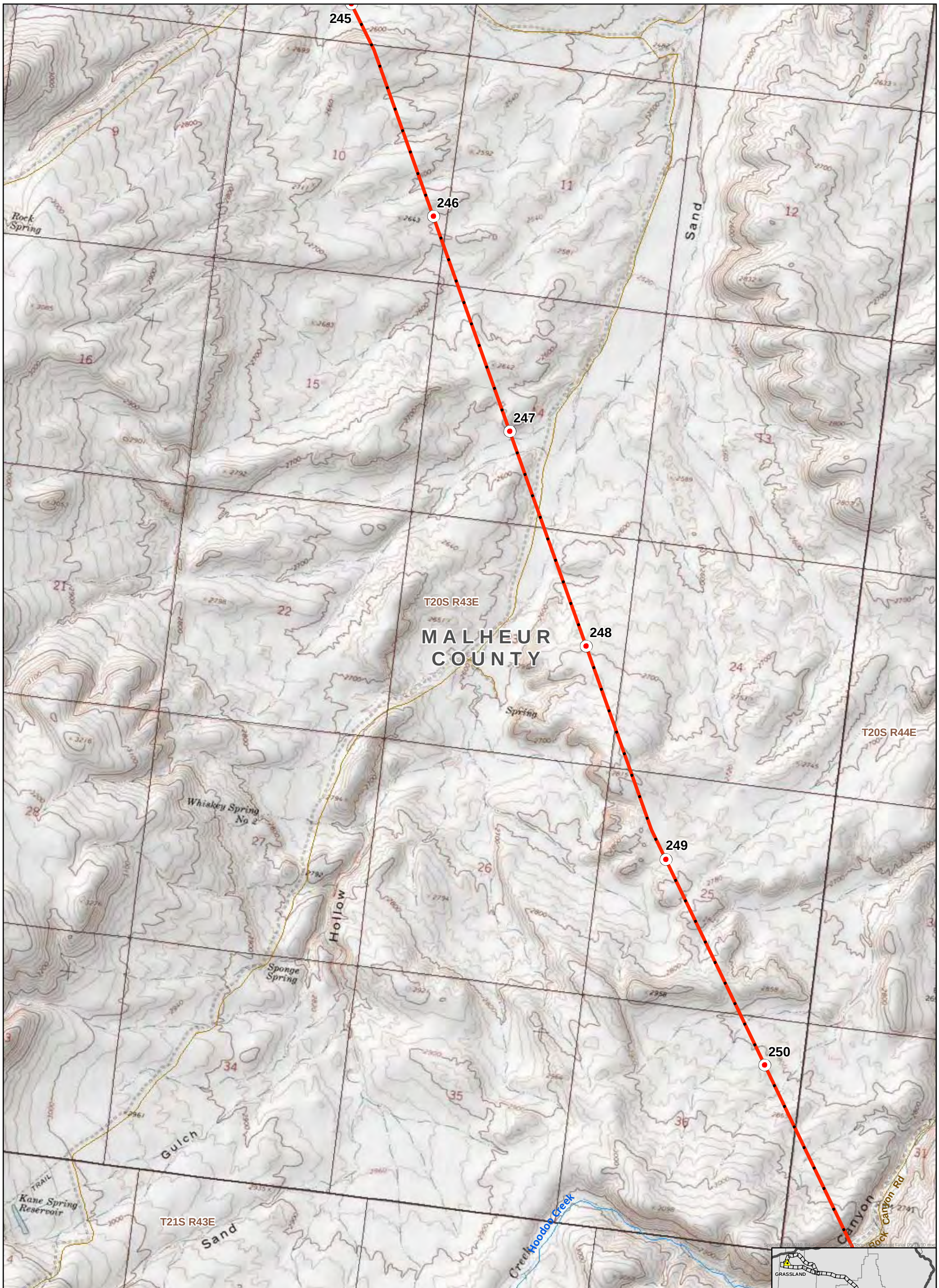
AUGUST 2010

APPENDIX E
MAP 44 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

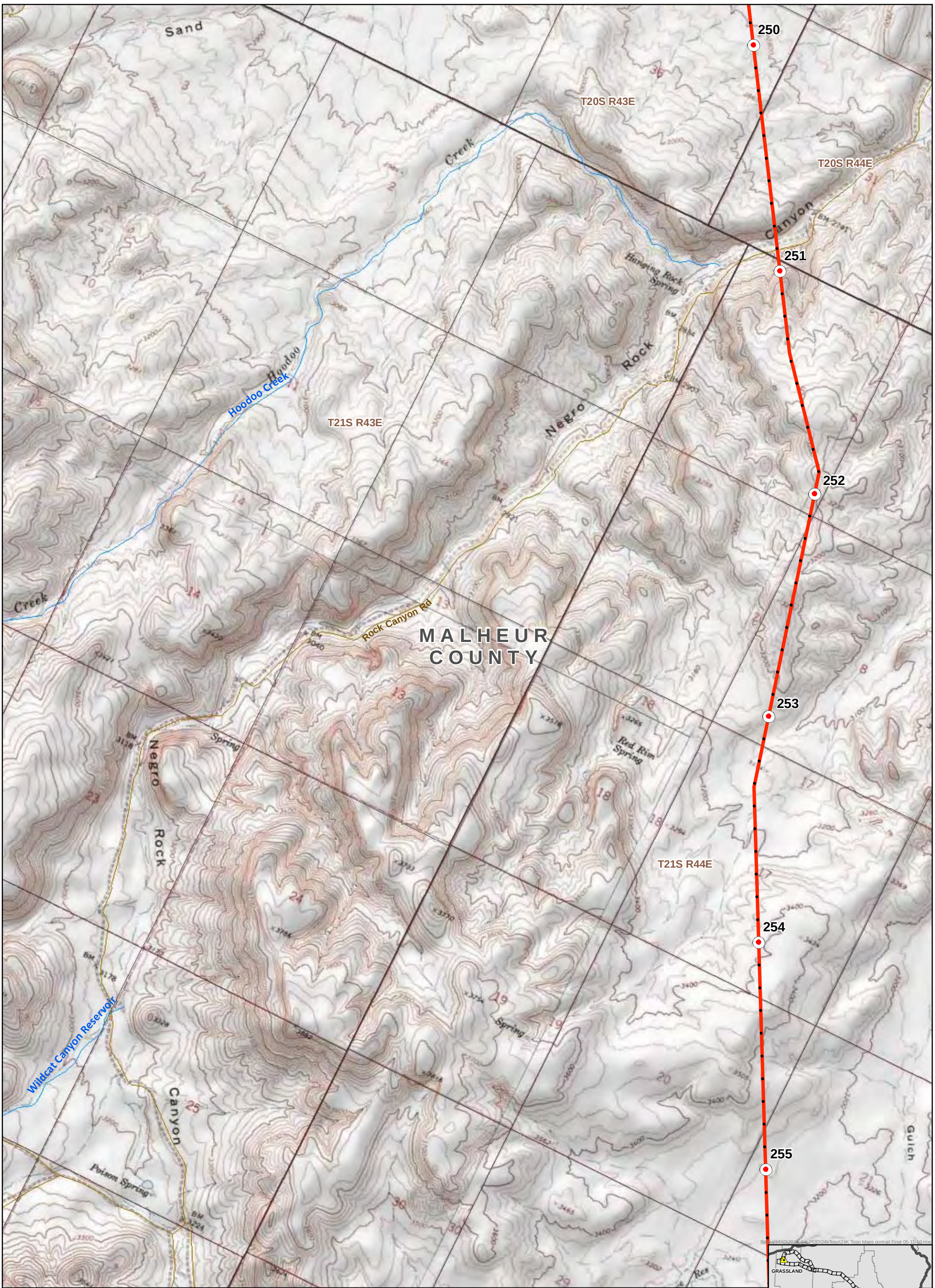
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 45 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 46 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route &
Owyhee River Below Dam Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

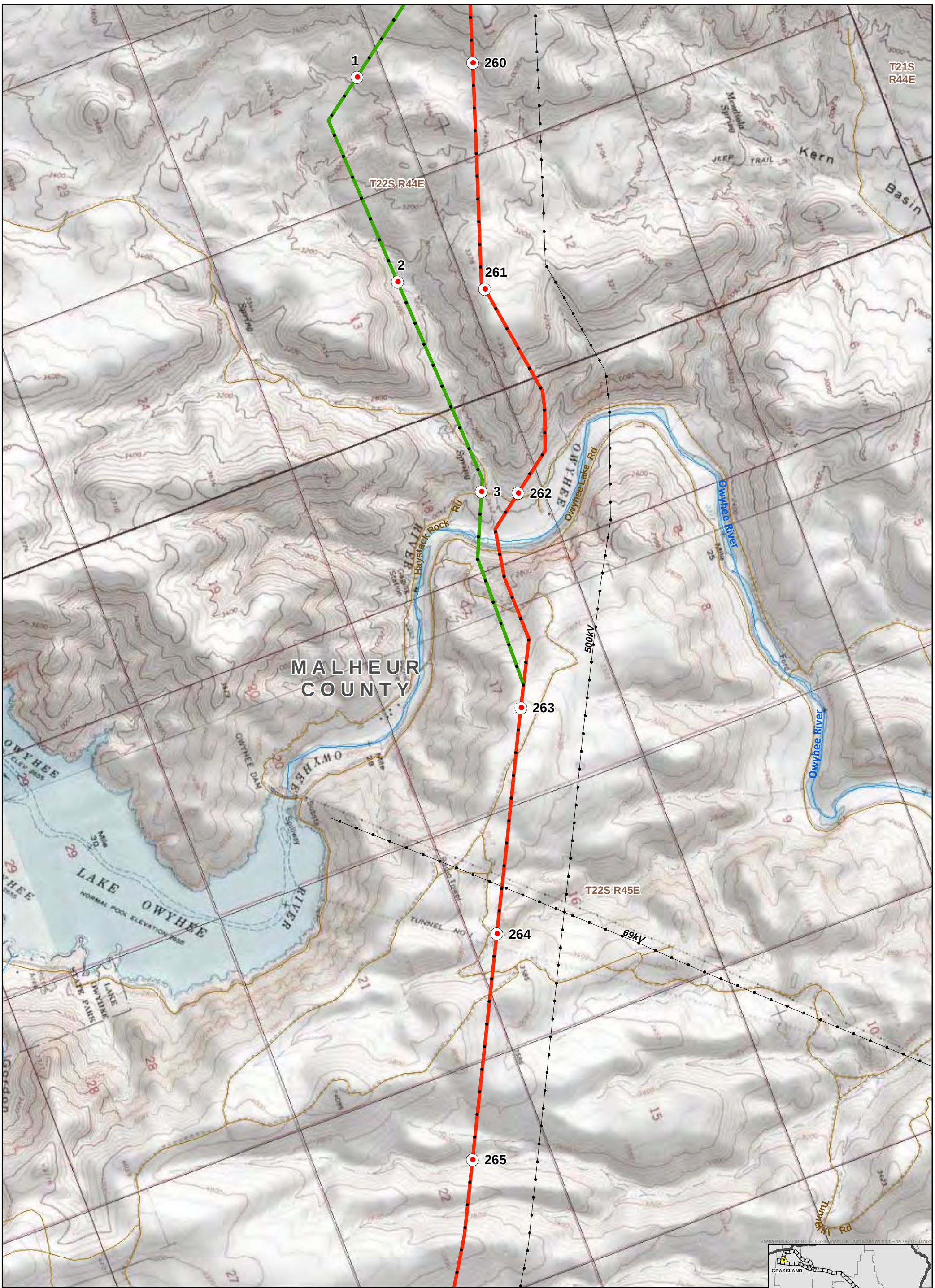
APPENDIX E
MAP 47 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY
MAP 47
Malheur County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route &
Owyhee River Below Dam Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 48 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

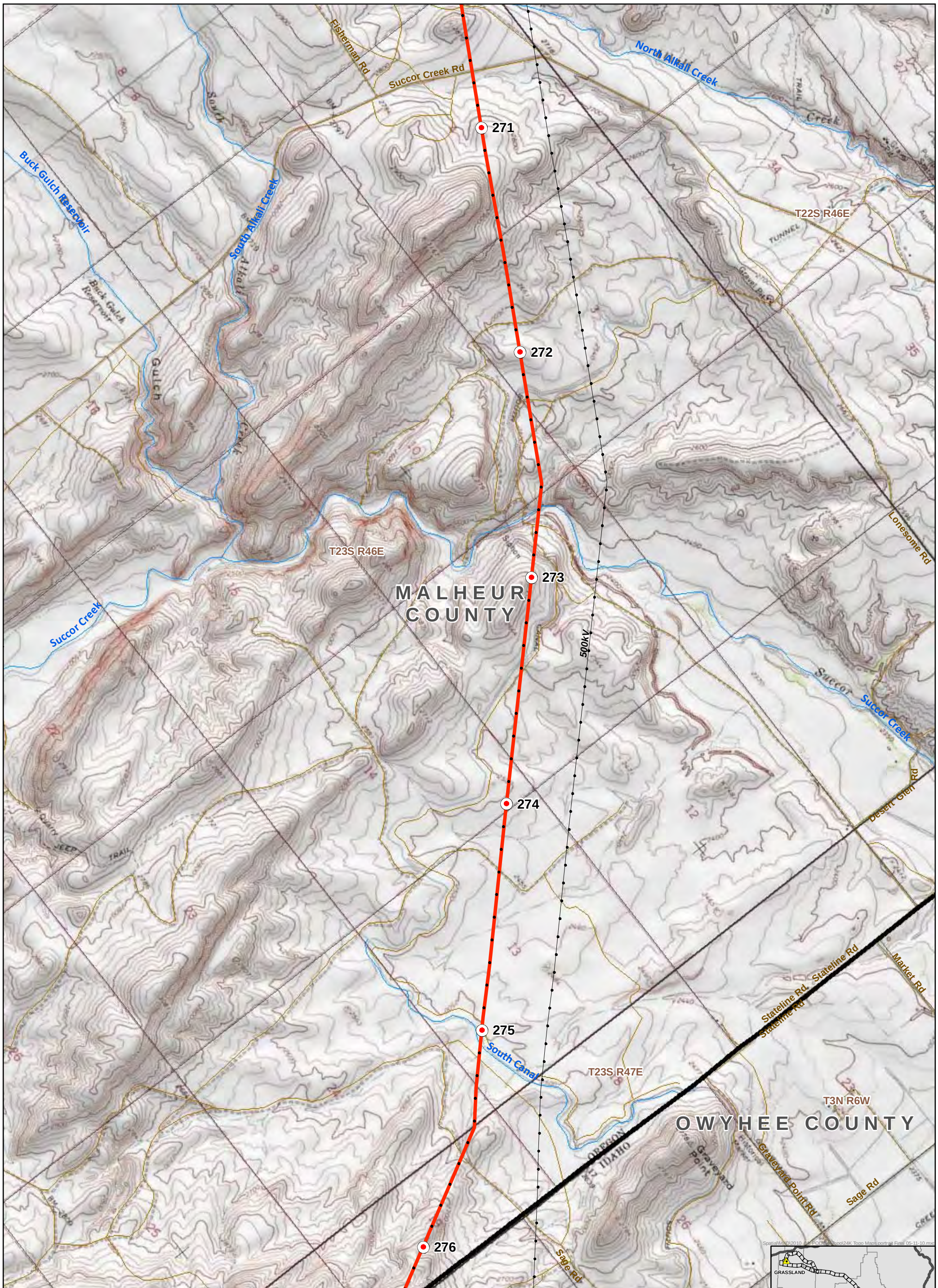
AUGUST 2010

APPENDIX E
MAP 49 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 50 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY
MAP 50
Malheur County

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 51 OF 68

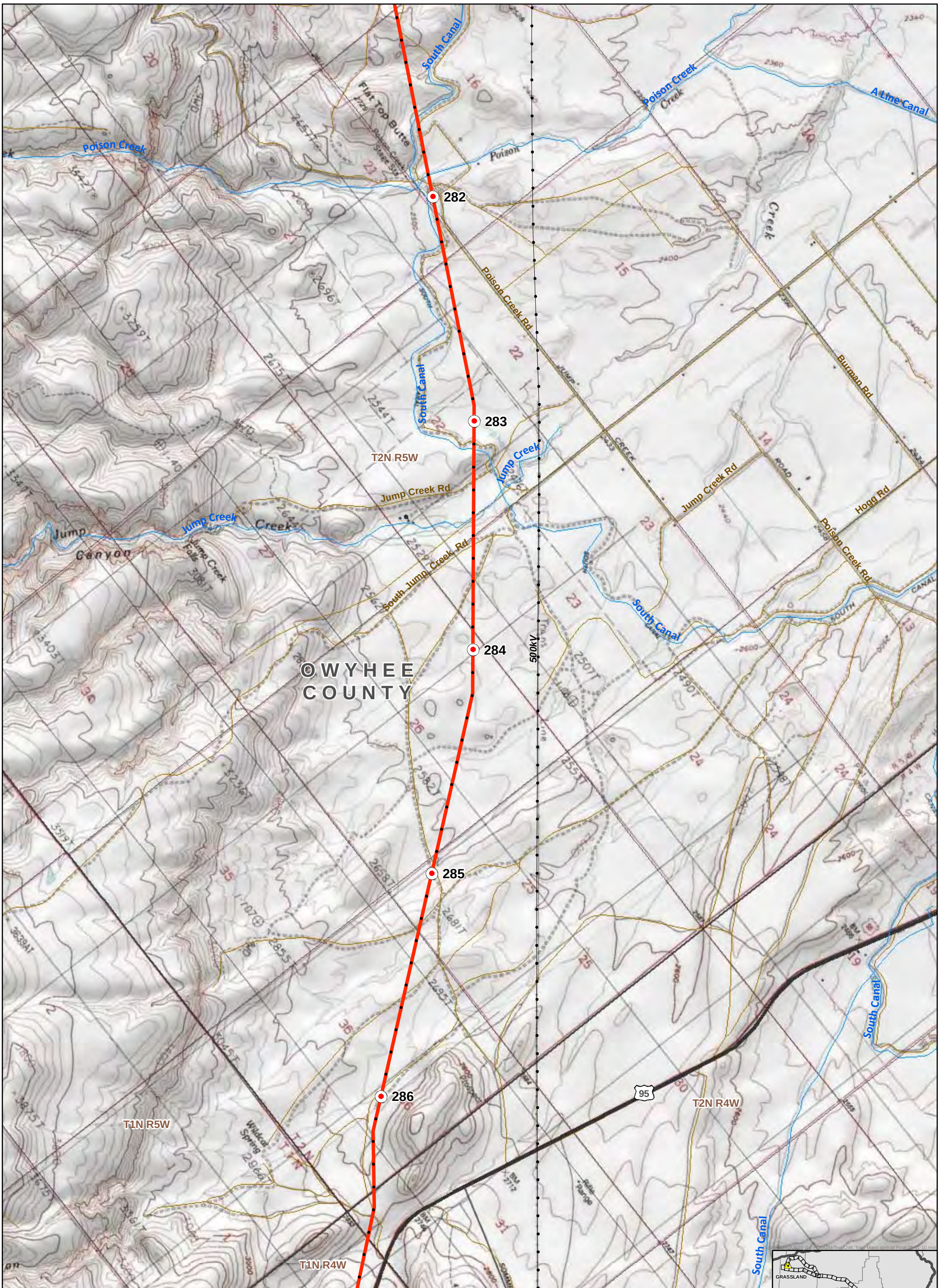
0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 51
Owyhee County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 52 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 53 OF 68

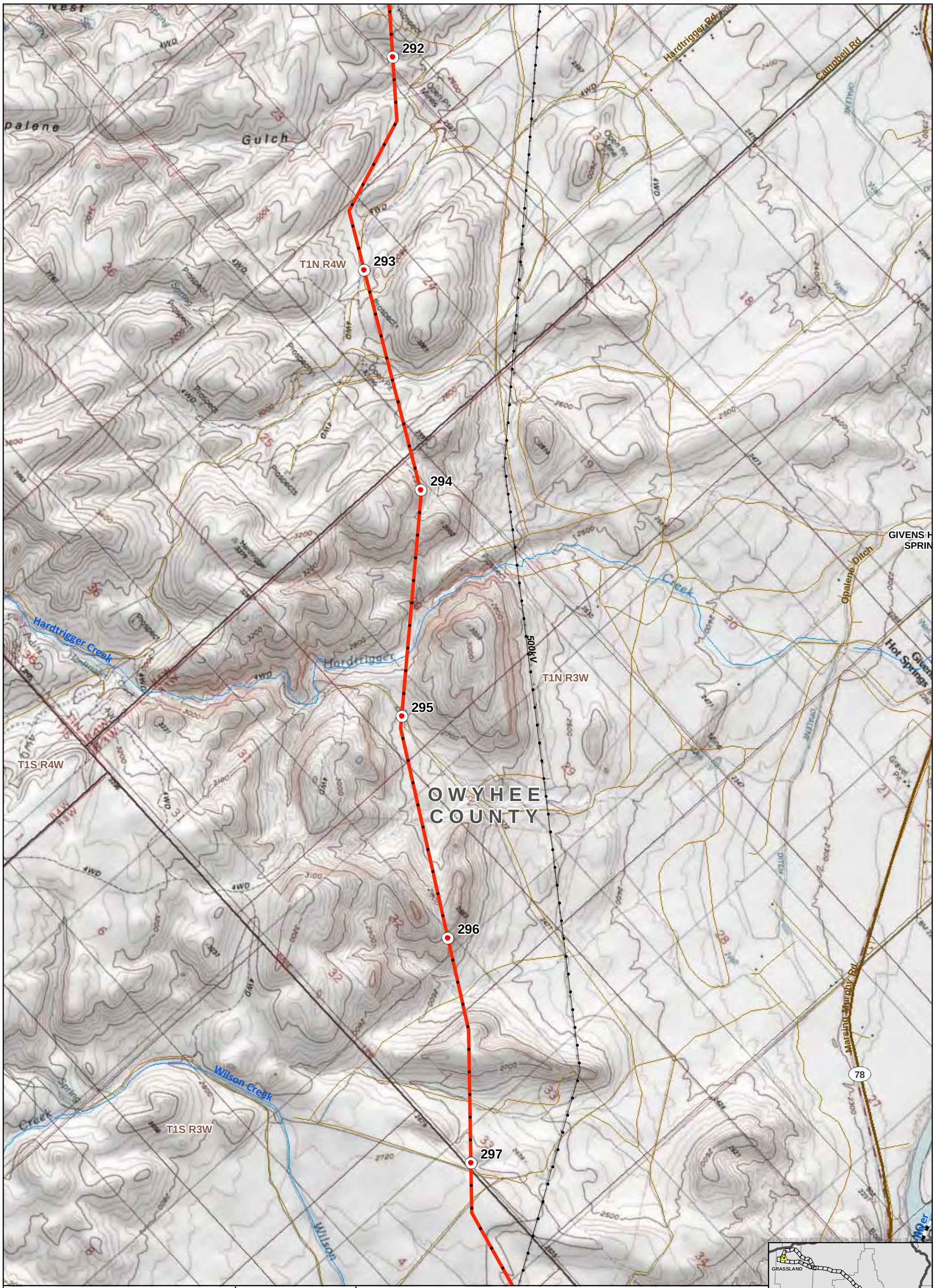
0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 53
Owyhee County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 54 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

297
298
299
500kV
OWYHEE COUNTY
CANYON COUNTY
T1N R3W
T1S R3W
T1S R2W
T1N R2W
HEMINGWAY SUBSTATION
WILSON
Wilson Creek
Reynolds Creek
Bernard Ditch
Snake River
Pigeon Rd
Wilson Creek Rd
Cemetery Ln
Rocky Top Ln
China Ditch Rd
Cut Back Ln
Marsing Murphy Rd
Johnston Ln
Canal Rd
Owyhee Hwy
Upper Reynolds Creek Rd
78
45

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Proposed Route

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

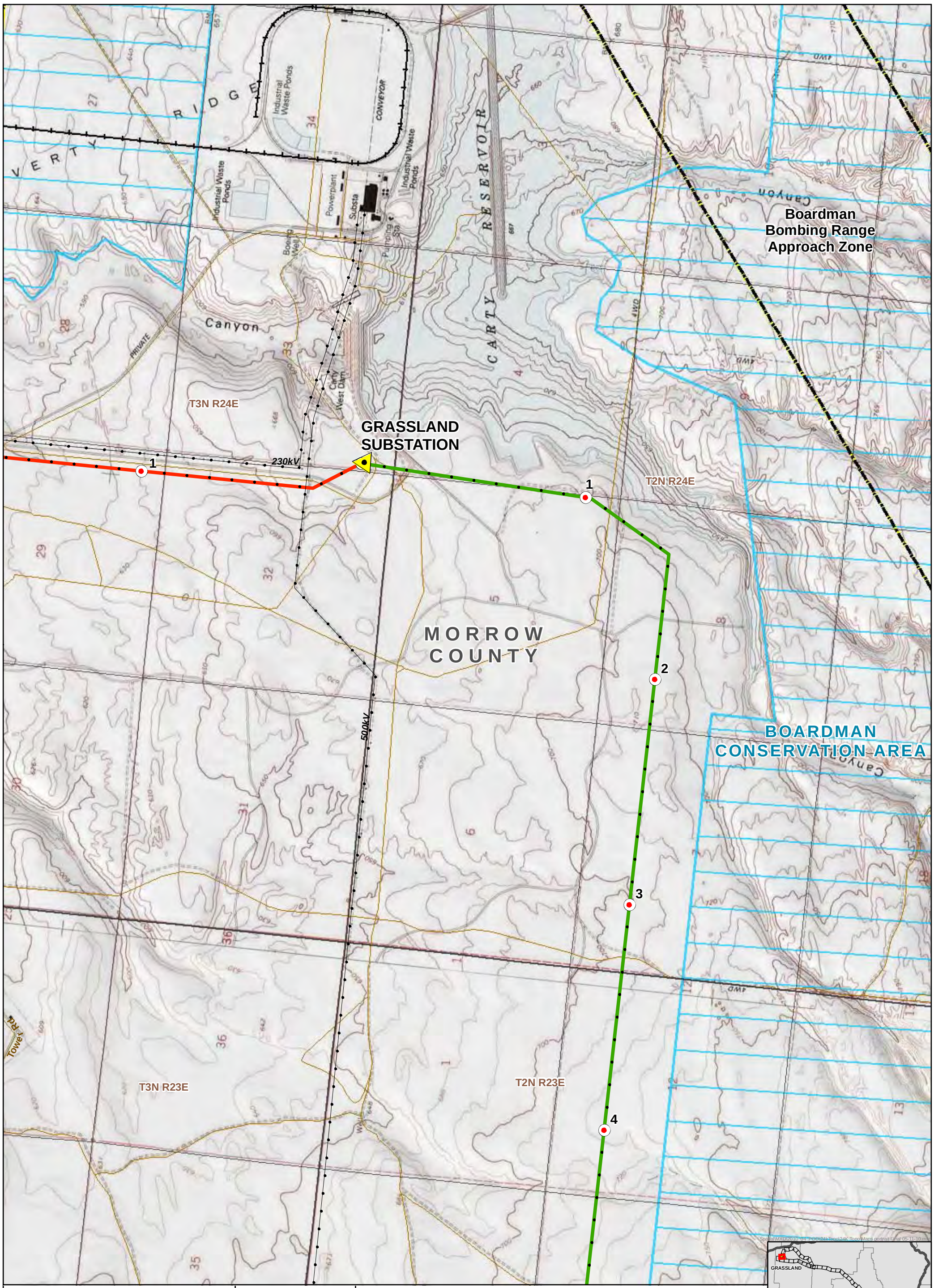
APPENDIX E
MAP 55 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 55
Owyhee County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Bombing Range South Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 56 OF 68

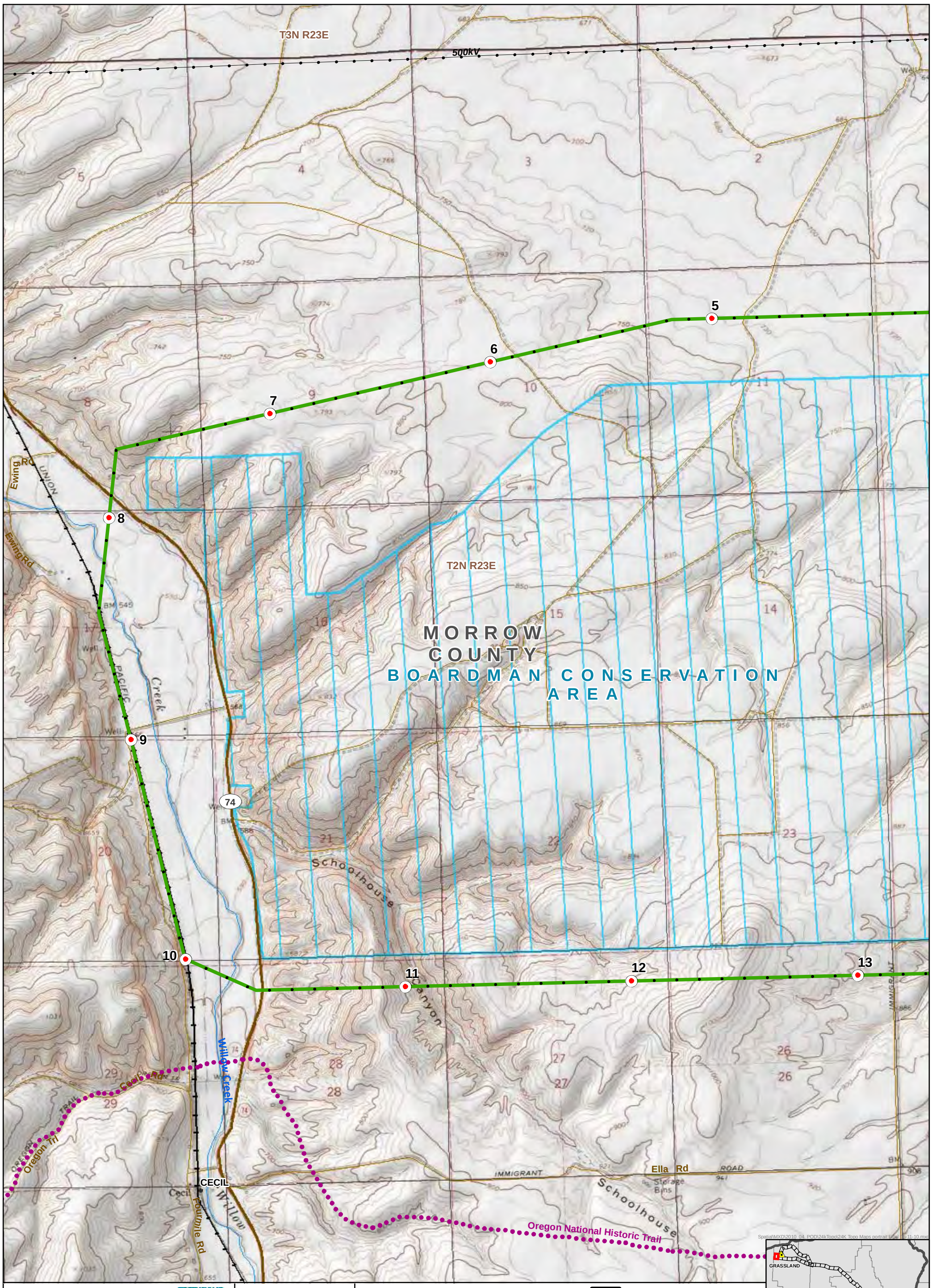
0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 56
Morrow County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Bombing Range South Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

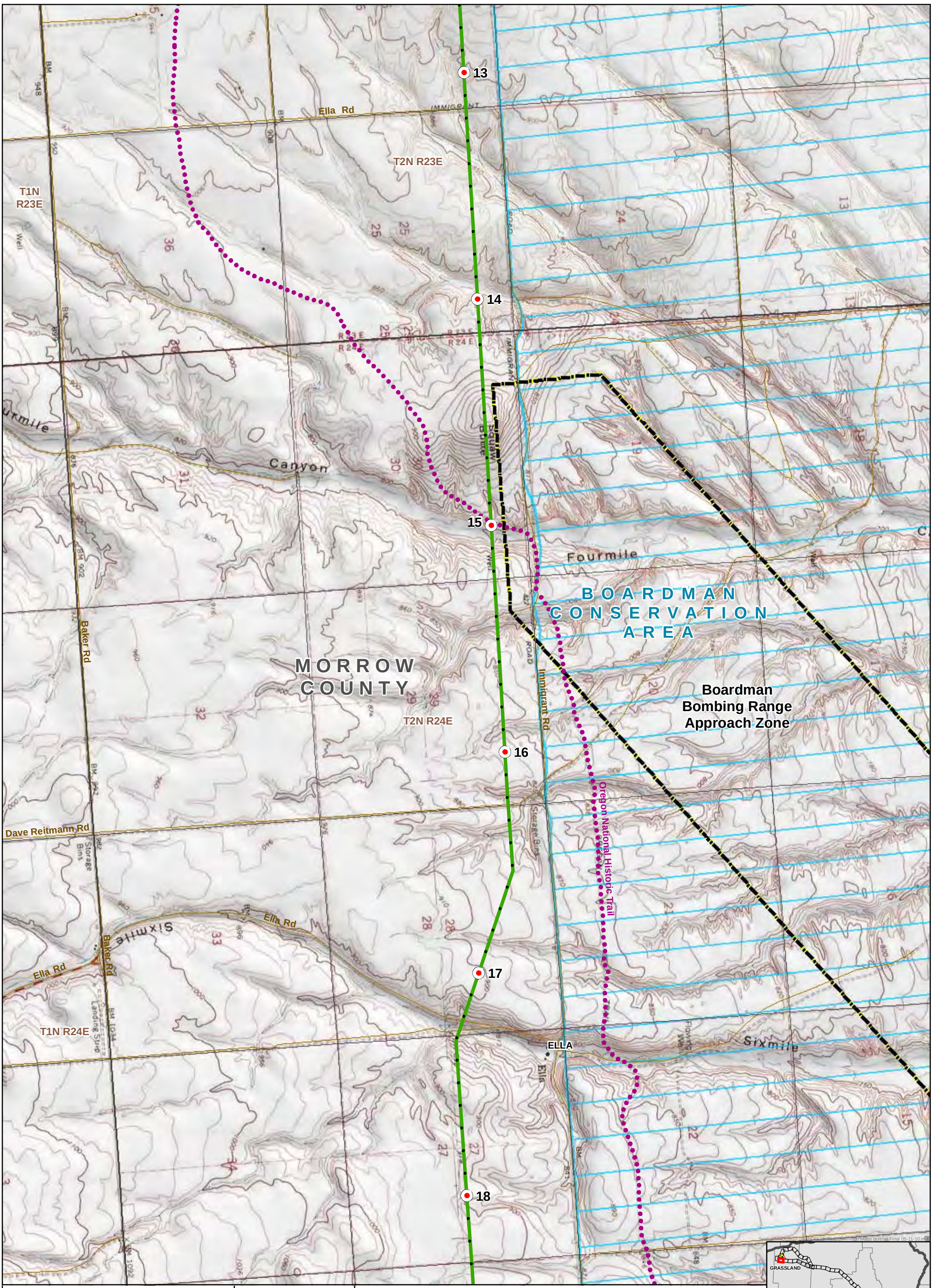
AUGUST 2010

APPENDIX E
MAP 57 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Bombing Range South Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

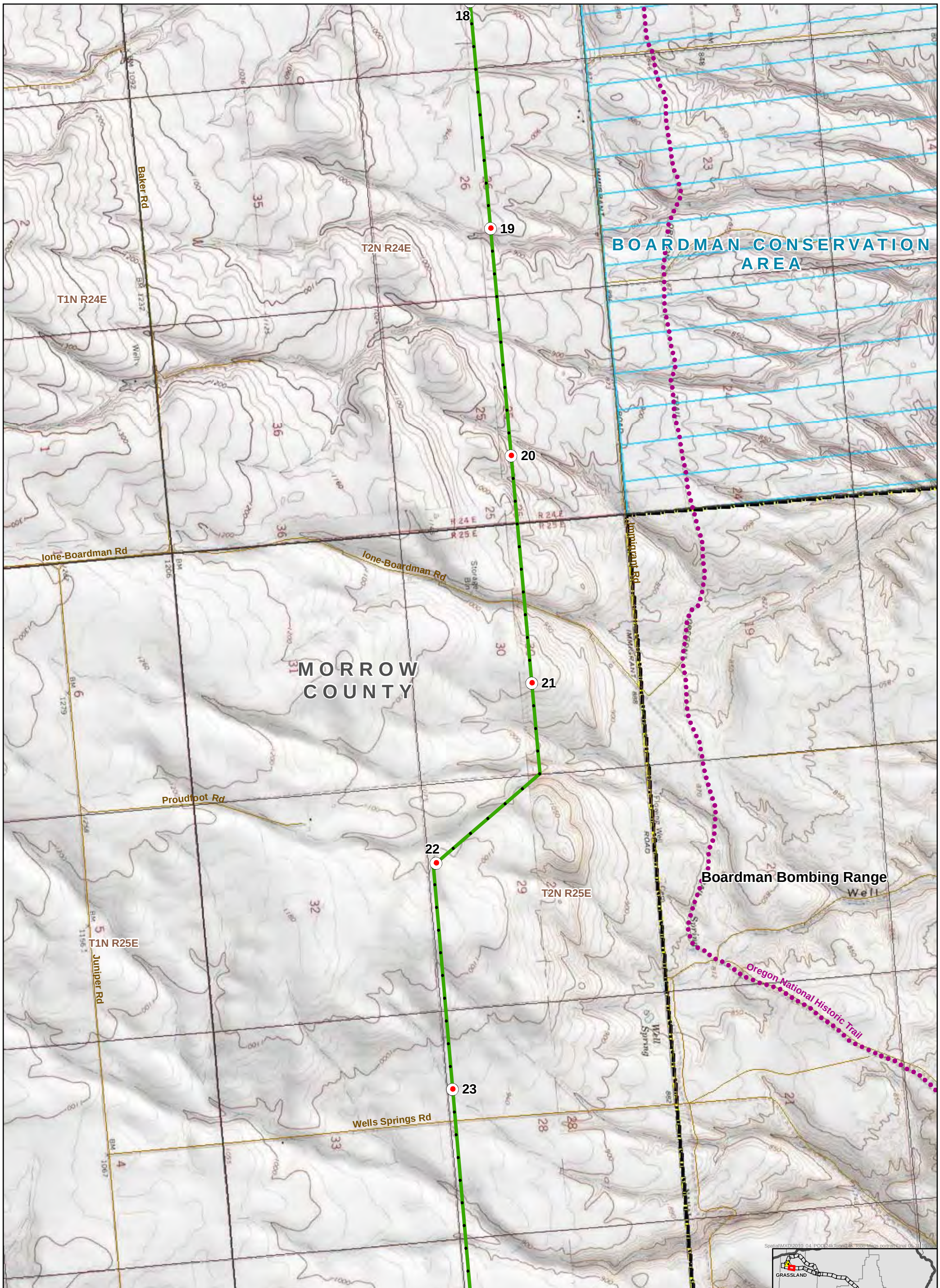
AUGUST 2010

APPENDIX E
MAP 58 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Bombing Range South Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

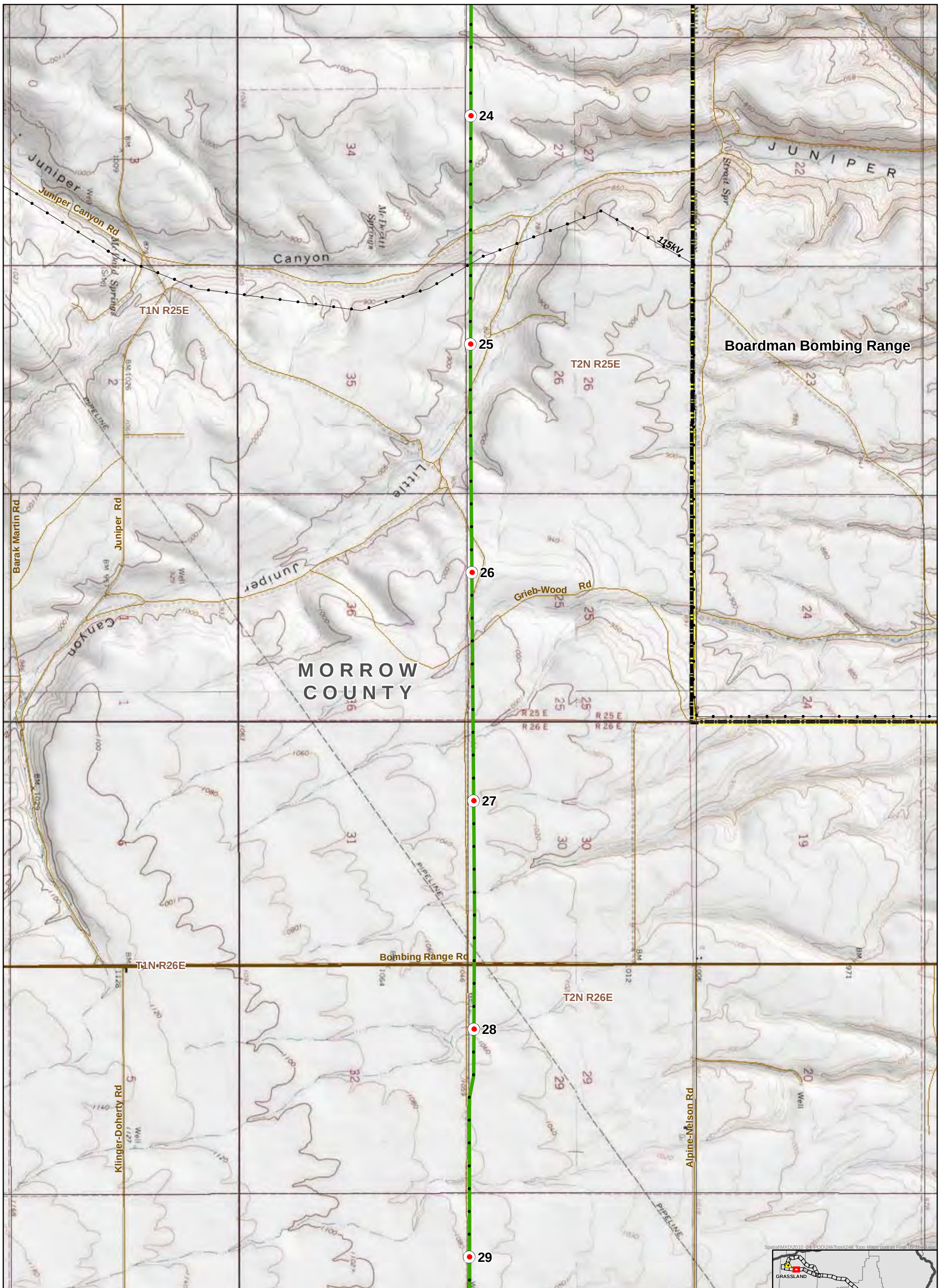
AUGUST 2010

APPENDIX E
MAP 59 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

MAP 59
Morrow County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Bombing Range South Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 60 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Bombing Range South Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 61 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Bombing Range South Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

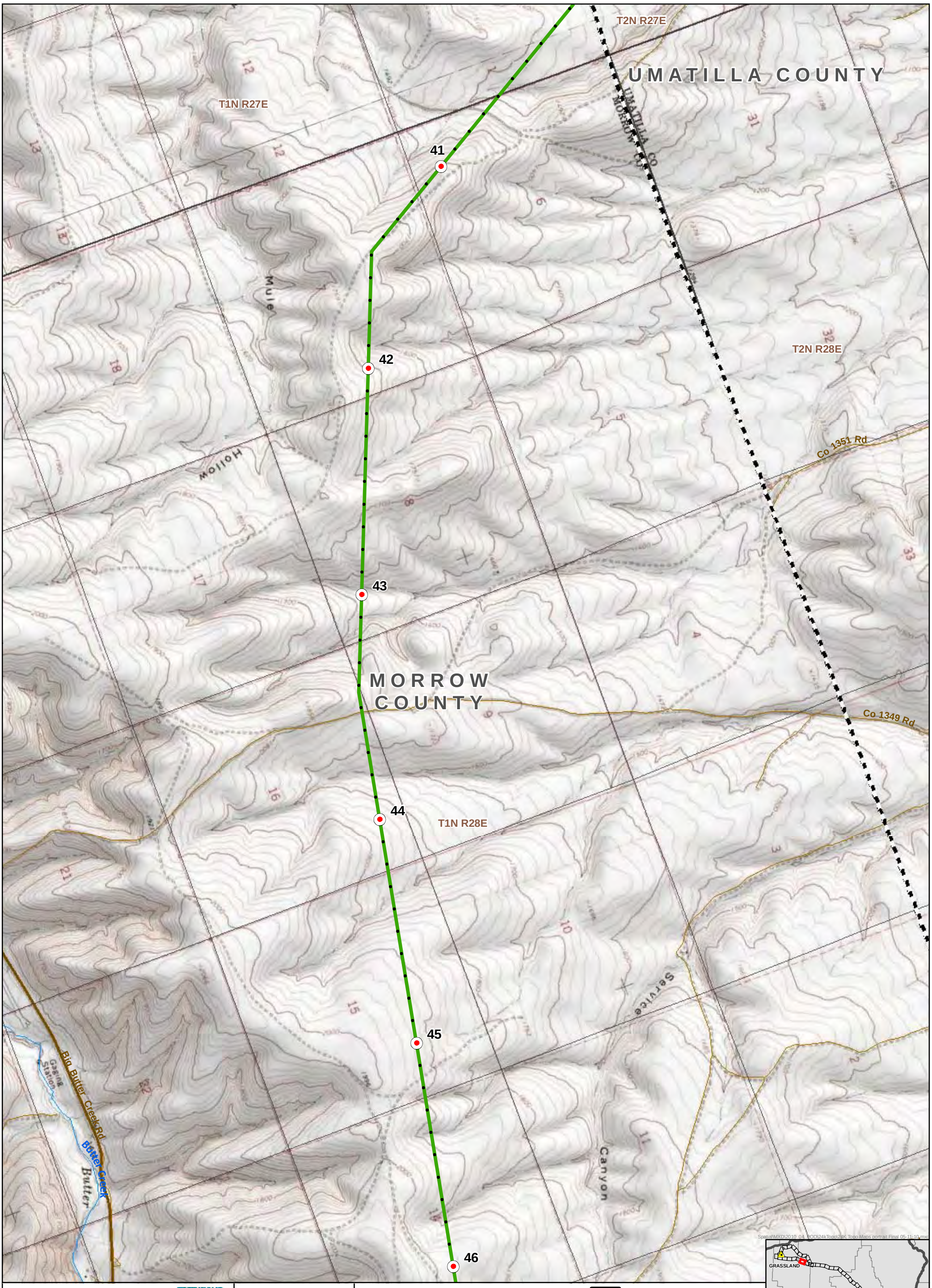
APPENDIX E
MAP 62 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 62
Morrow County/Umatilla County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Bombing Range South Alternative

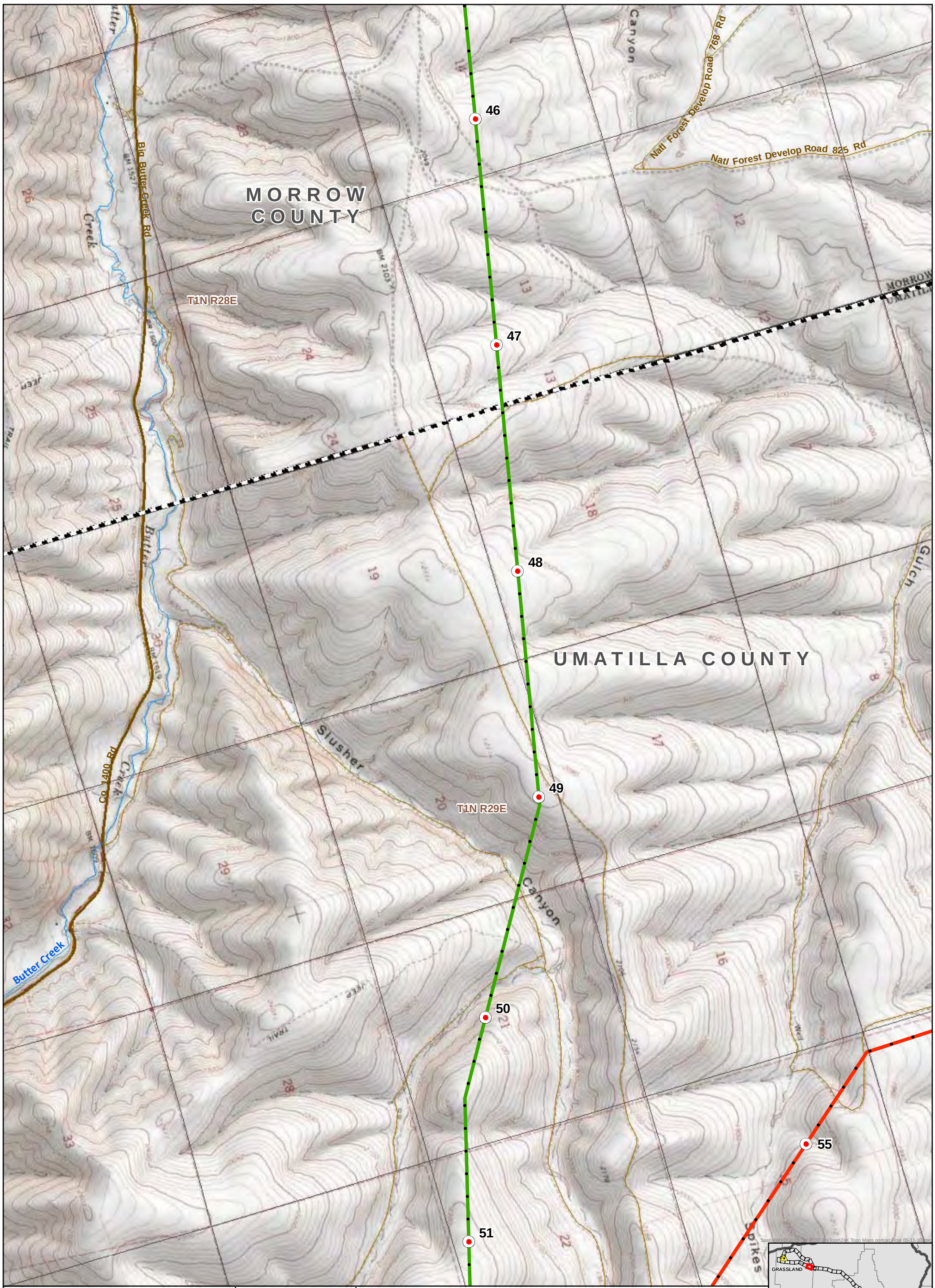
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 63 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Bombing Range South Alternative

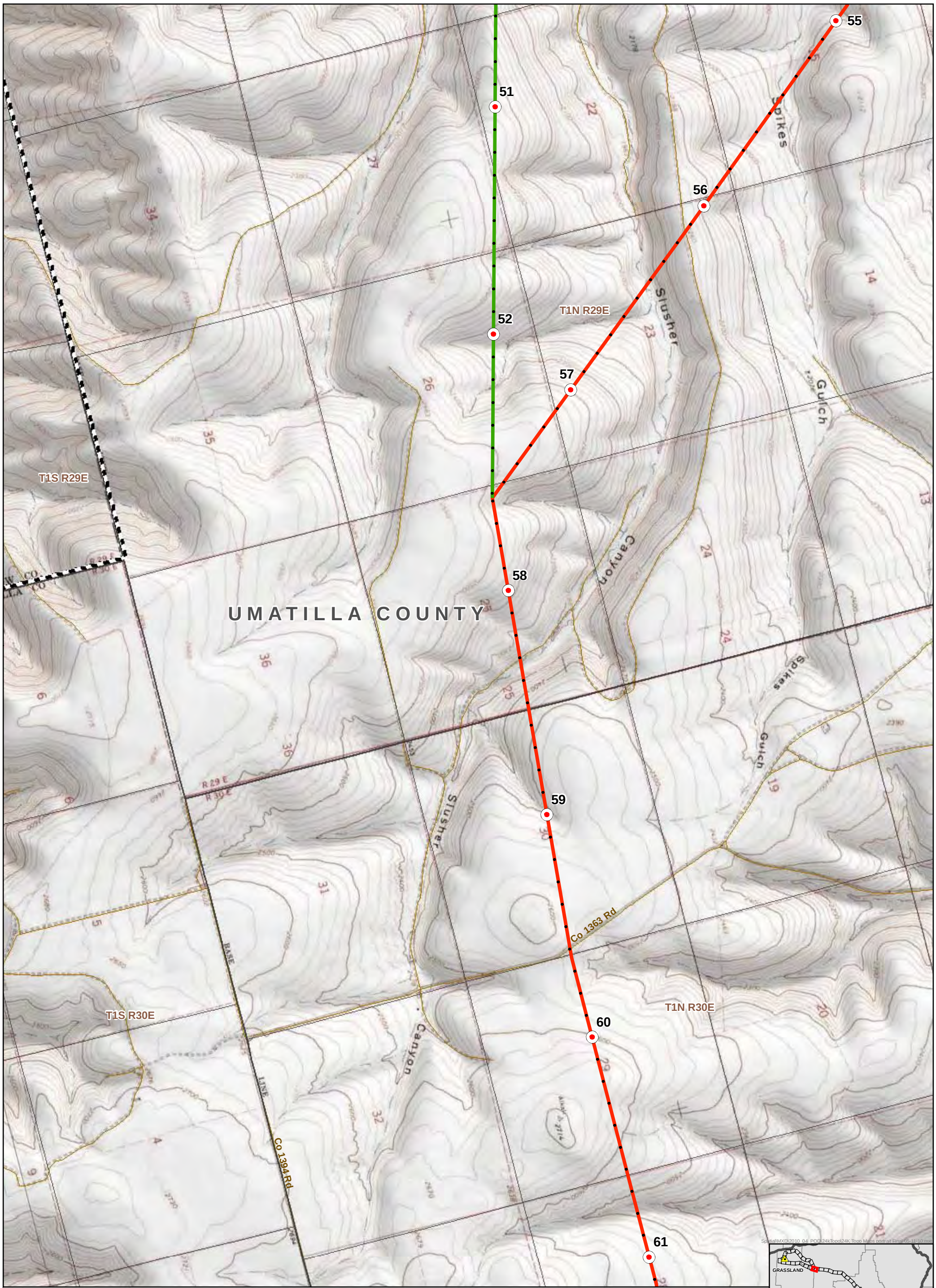
BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 64 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Bombing Range South Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

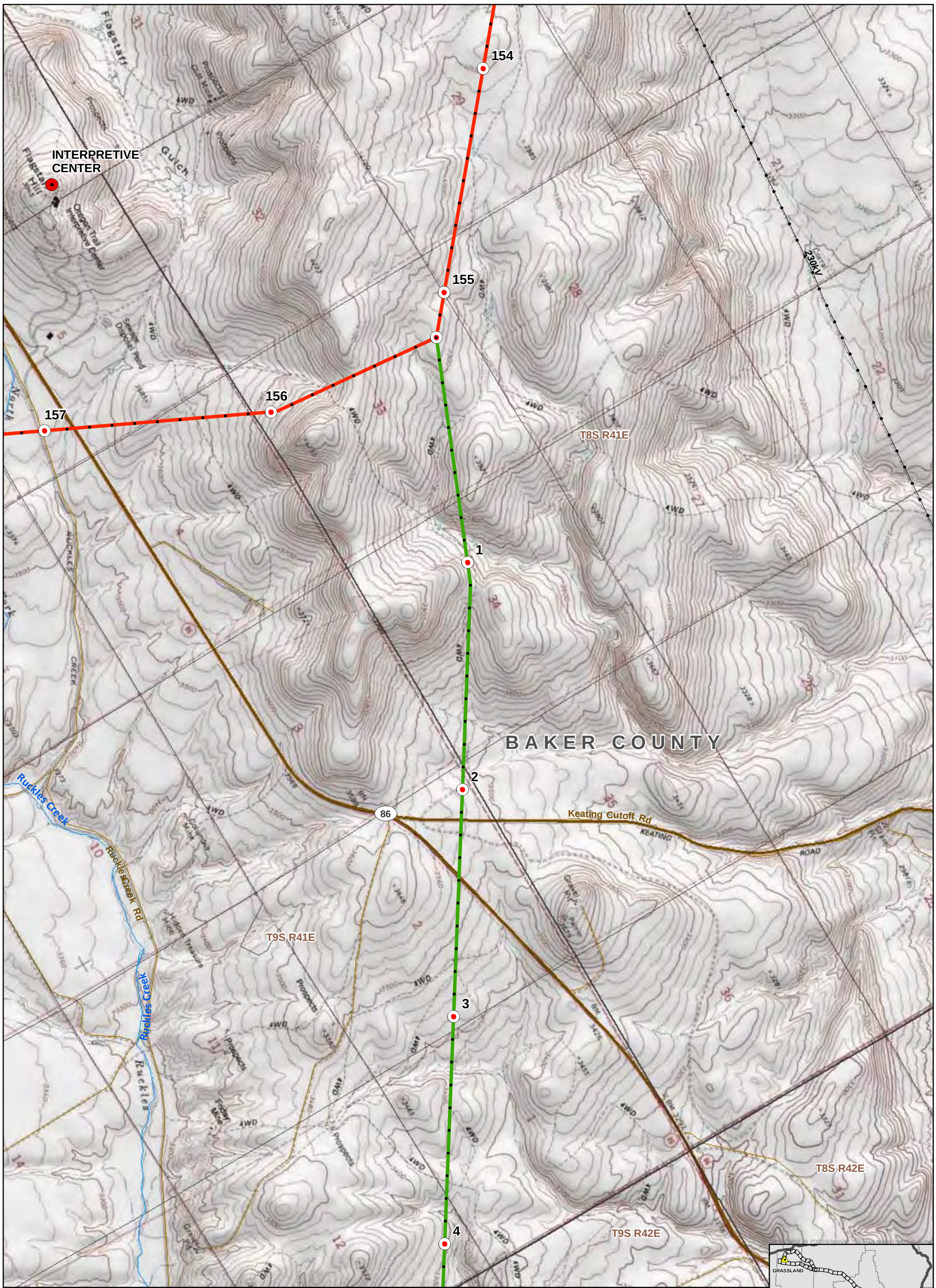
AUGUST 2010

APPENDIX E
MAP 65 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Virtue Flat Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 66 OF 68

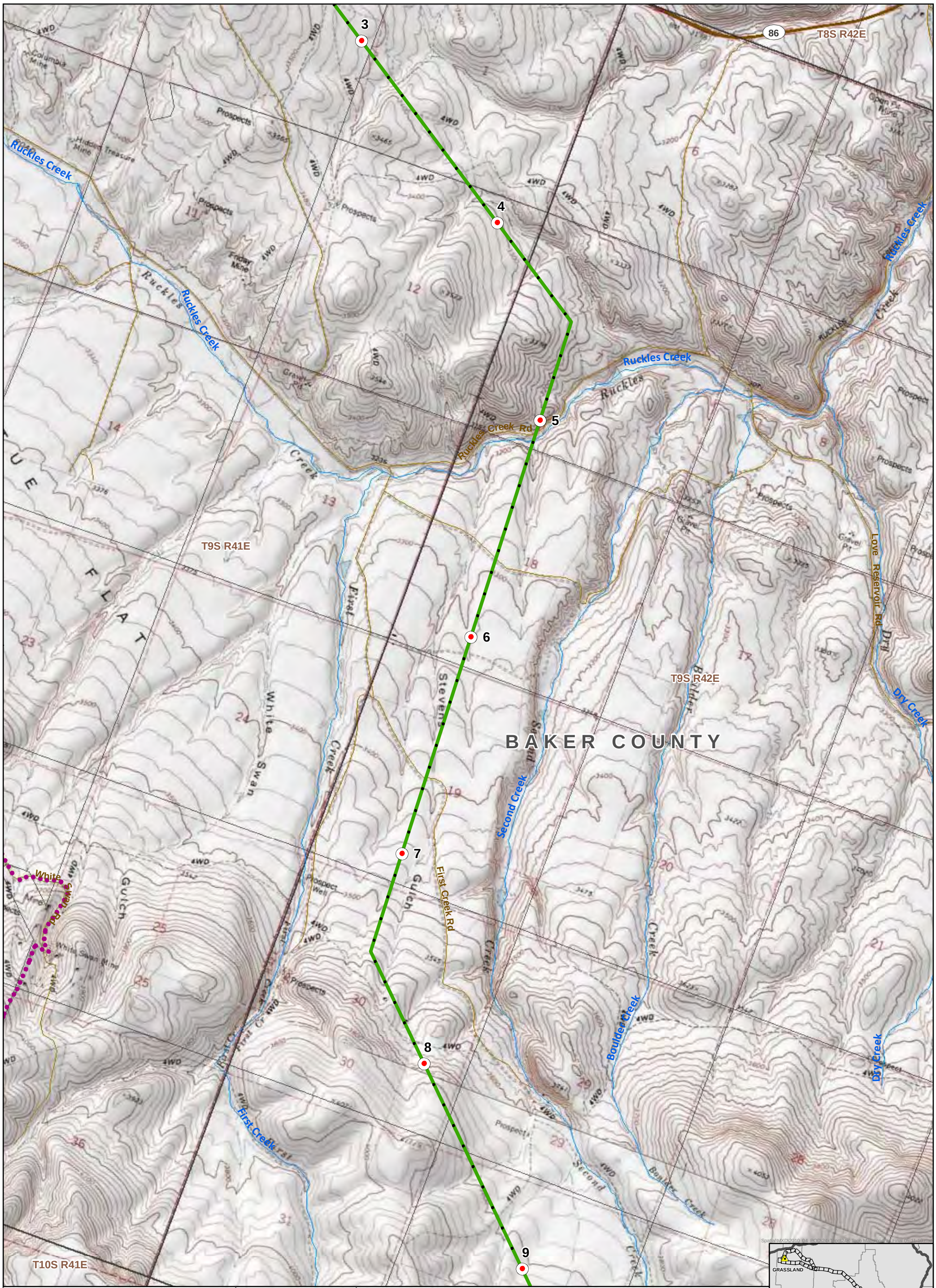
0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 66
Baker County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Virtue Flat Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

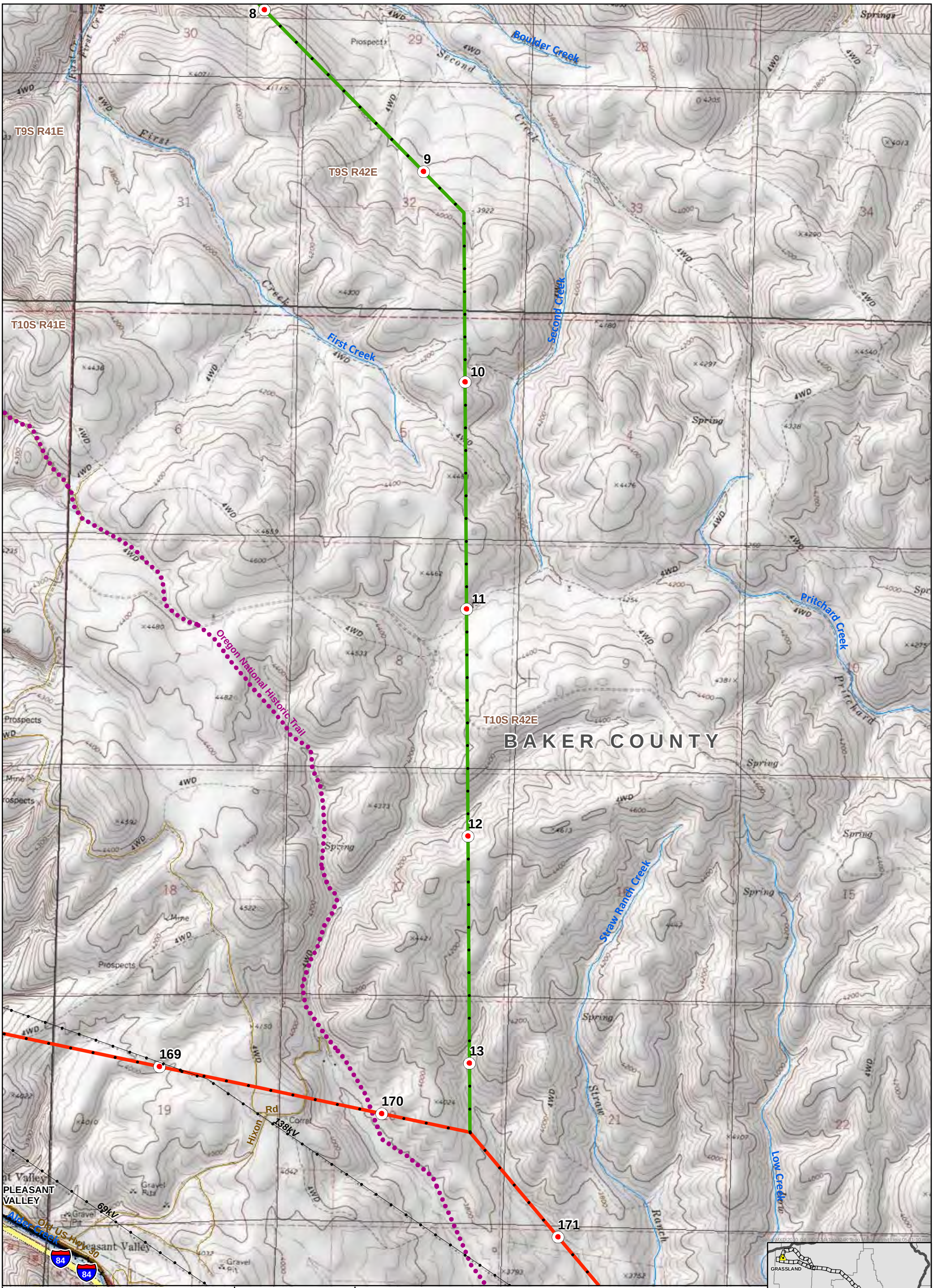
AUGUST 2010

APPENDIX E
MAP 67 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route
State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY
MAP 67
Baker County



DETAILED ROUTE MAP
1:24K TOPOGRAPHIC MAP
Virtue Flat Alternative

BOARDMAN TO HEMINGWAY 500kV
TRANSMISSION LINE PROJECT
OREGON-IDAHO

AUGUST 2010

APPENDIX E
MAP 68 OF 68

0 2,000
Feet

Substation
Existing Transmission Line
Mile Marker
Tenth Mile Marker
Proposed Route
Alternative Route

State Boundary
County Boundary
River/Stream
Township/Range Boundary
Section Line
County Road

GRASSLAND
OREGON
IDAHO
HEMINGWAY

MAP 68
Baker County

ATTACHMENT B-2
2012 SUPPLEMENTAL SITING STUDY

Boardman to Hemingway Transmission Line Project Supplemental Siting Study

Prepared By

Idaho Power Company
1221 West Idaho Street
Boise, ID 83702

June 2012

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Acronyms and Abbreviations

ACEC	area of critical environmental concern
BLM	Bureau of Land Management
BPA	Bonneville Power Administration
CAP	Community Advisory Process
DoD	Department of Defense
EFSC	Energy Facility Siting Council
EFU	exclusive farm use
EIS	environmental impact statement
I-84	Interstate 84
IDT	interdisciplinary team
IPC	Idaho Power Company
kV	kilovolt
MP	milepost
NEPA	National Environmental Policy Act
NF	National Forest
NHOTIC	National Historic Oregon Trail Interpretive Center
ODFW	Oregon Department of Fish and Wildlife
ODOE	Oregon Department of Energy
PAT	Project Advisory Team
PGE	Portland General Electric
POD	Plan of Devlopment
Project	Boardman to Hemingway Transmission Line Project
ROW	right-of-way
SRMA	Special Recreation Management Area
USFS	U.S. Department of Agriculture Forest Service
VQO	Visual Quality Objective
VRM	Visual Resource Management
WAGS	Washington ground squirrel
WMA	Wildlife Management Area

1 INTRODUCTION

This supplemental Siting Study addresses the changes to the proposed and alternative routes for the Boardman to Hemingway Transmission Line Project (Project) that have been made between August 2010, when the original Siting Study[1] was completed, and May 2012. The original Siting Study, covering activities from project inception up to August 2010, is available online at http://www.boardmantohemingway.com/documents.aspx.

The 2010 Siting Study presented the process that evaluated hundreds of miles of routes leading to the selection of an approximately 300-mile long proposed transmission line route with six alternative routes. Since the publication of the 2010 Siting Study, the Project has undergone some major and minor route adjustments. Idaho Power Company (IPC) has added several new alternatives and some of the original alternatives have been modified. Additionally, some of the original IPC alternatives have been eliminated from further consideration because it became clear these routes provided no environmental benefit over the Proposed Route or these alternatives were not feasible from an environmental permitting or engineering perspective. Concurrently, the Bureau of Land Management (BLM) interdisciplinary team (IDT) developed additional alternatives to address issues raised by land management agencies, including the BLM and U.S. Department of Agriculture Forest Service (USFS), state and local agencies, and the public. IPC provided input on the construction difficulty and resources crossed for the BLM-developed alternatives.

As of May 2012, a revised IPC Proposed Route, 10 new alternatives, and one modified original 2010 Siting Study alternative have been identified for detailed study in the environmental impact statement (EIS). The adjustments made to the Proposed Route along with each of the route alternatives and the factors leading to their inclusion in the EIS for further study are described in the following sections.

This supplement is organized in three parts:

- Section 2 – Public comments, stakeholder interaction, and ongoing engineering;
- Section 3 – Siting issues by county, including agency and IPC route modifications; and
- Section 4 – Alternatives carried forward for detailed analysis in the EIS and alternatives determined to not warrant further consideration.

[1] Idaho Power Company. 2010. Siting Study. Boardman to Hemingway Transmission Line Project. August.

2 PUBLIC COMMENTS, STAKEHOLDER INTERACTION, AND ONGOING ENGINEERING

Changes to the proposed and alternative routes have come about through public scoping in 2008 and 2010, review of all Community Advisory Process (CAP) routes and ongoing route refinements by IPC due to landowner meetings, more detailed engineering analysis, and further coordination with Portland General Electric (PGE) and Bonneville Power Administration (BPA) at the northern terminus of the Project.

2.1 Scoping Comments

Scoping for the Project has occurred twice, once in the fall of 2008 and the other in the summer of 2010. In the fall of 2008 the BLM and Oregon Department of Energy (ODOE) held six public scoping meetings and in 2010 a second round of eight public scoping meetings was held throughout the study area at the locations listed in Table 2.1-1.

Table 2.1-1. Public Scoping Meetings

Date	Location	No. of Attendees
2008		
October 21	Marsing, Idaho	27
October 22	Ontario, Oregon	85
October 23	Baker City, Oregon	90
October 28	Island City, Oregon	57
October 29	Pendleton, Oregon	20
October 30	Boardman, Oregon	27
2010		
August 2	La Grande, Oregon	25
August 3	Baker City, Oregon	41
August 4	Pendleton, Oregon	34
August 5	Mount Vernon, Oregon	21
August 9	Marsing, Idaho	38
August 10	Ontario, Oregon	55
August 11	Boardman, Oregon	24
August 12	Burns, Oregon	3

During scoping in 2008, approximately 244 general and specific comments were received by the BLM and ODOE pertaining to alternatives, while during scoping in 2010 approximately 192 alternative-related comments were received. General comments included siting themes such as avoidance of irrigation districts, and placing routes on federally-owned land or parallel to existing infrastructure. Other comments proposed more specific actions that should be considered such as avoiding sage-grouse leks east of the National Historic Oregon Trail Interpretive Center (NHOTIC) and utilization of designated utility corridors on BLM-managed lands and in Malheur County, to the very specific, with named roads and exact river crossing locations. The complete scoping reports are available at the website identified above.

Appendix A presents the 2008 (Table A-1) and 2010 (Table A-2) scoping comments pertaining to alternatives that were received by the BLM and ODOE. The alternative routes identifed as a result of 2008 scoping were consided during the CAP as described in Section 2.2, CAP Siting Comments.

2.2 CAP Siting Comments

In between the 2008 and 2010 scoping periods, IPC implemented the CAP that resulted in IPC's Proposed Route as described in the 2010 Siting Study. Project Advisory Teams (PATs) representing five geographic areas were convened for the purpose of identifying, developing, and recommending proposed and alternative routes for the Project. PATs developed community criteria for evaluating possible routes and integrated these with regulatory requirements and IPC criteria relating to cost and feasibility. The PATs developed a total of 49 routes or route segments. IPC evaluated all 49 routes or route segments, removing from further consideration those routes that did not meet the community, regulatory, or IPC cost/feasibility criteria, and ultimately identified three routes as most constructable, least difficult to permit, and most likely to incur the lowest overall cost. IPC presented the three routes to the PATs for their comments. The resulting comments showed no clear preference for any one of the three routes. IPC selected the Eastern Route as the Proposed Route. Details of the CAP are documented in the 2010 Siting Study. Appendix B describes consideration of the approximately 499 alternative-related comments received during the CAP.

2.3 IPC Developed Changes

Since submittal of the 2010 Siting Study, IPC has engaged in extensive discussions with landowners in an attempt to accommodate requests for route adjustments. IPC has also performed more detailed engineering and constructability analyses that have suggested route adjustments and changes. In addition, in coordination with PGE and BPA, IPC identified alternatives to the northern terminus of the Project. Finally, IPC has proposed to remove approximately 4.8 miles of existing IPC 138-kilovolt (kV) line and build approximately 4.1 miles of the proposed 500-kV line within this right-of-way (ROW). In order to do this, IPC will rebuild approximately 5.0 miles of existing single-circuit 69-kV transmission line onto double-circuit 138/69-kV structures within the existing 69-kV ROW. An additional 0.3 mile of new 138-kV single circuit transmission line will be built to tie the 138-kV part of the double-circuit line back to the existing 138-kV line. These steps have resulted in over 50 adjustments of the proposed and alternative routes and identification of two alternative substation locations as detailed in Sections 3.1 through 3.6 and in table and figure format in Appendix C.

3 ROUTE CHANGES BY COUNTY

This section describes changes to IPC's proposed and alternative routes that have been identified since the Company filed its 2010 Siting Study. These changes include alternatives identified for detailed NEPA analysis and others considered, but eliminated from further study by IPC or the BLM IDT.

The naming convention and map labeling style is to identify the proposed route in red, agency and IPC alternatives in blue, and routes eliminated from detailed analysis in purple (see Table 3-1). In all cases reference points (e.g., MO1, MO2, MO3) were established in text, tables, and maps to aid in identifying route locations. Figure 3-1 shows an overview of route locations and details of the routes with reference points are included in Appendix D, Figures D-1 through D-5.

Table 3-1. Summary of Proposed, Alternative, and Eliminated Routes and Substations

Appendix D Figure	County	Route/ Substation Origin	Designation	Reference Nodes for Siting Study Supplement	Routes Eliminated from Detailed Study
D-2	Morrow	IPC	Grassland Substation	MO1	Proposed Substation
D-2	Morrow	IPC	Longhorn Substation	MO4	Alternative Substation
D-2	Morrow	IPC	Horn Butte Substation	MO2	Alternative Substation
D-2	Morrow	IPC	Proposed Route	MO1-MO2-MO3-CL1; CL2-CL3	Proposed Route
D-2	Morrow	IPC	Longhorn Alternative	MO4-MO3	Alternative Route
D-2	Morrow	IPC	Horn Butte Alternative	MO2-MO3	Alternative Route
D-2/D-3	Morrow/Umatilla	IPC	2010 Proposed Route	MO1-UM1	Eliminated from Detailed Study
D-3	Umatilla	IPC	Proposed Route	CL1-CL2; CL3-UM1-CL4	Proposed Route
D-4	Union	IPC	Proposed Route	CL4-UN4-UN6-UN1-UN3-UN12-UN7-UN9-CL5	Proposed Route
D-4	Union	IPC	Glass Hill Alternative	UN1-UN2-UN3	Alternative Route
D-4	Union	IPC	Blue Mountain Forest State Park Alternative	UN4-UN5-UN6	Eliminated from Detailed Study
D-4	Union	IPC	Clover Creek Valley Alternative	UN7-UN8-UN9	Eliminated from Detailed Study
D-4	Union	IPC	2010 Proposed Route	UN1-UN13-UN3-UN11-UN7	Eliminated from Detailed Study
D-4	Union	IPC	2010 Glass Hill Alternative	UN1-UN2-UN12	Eliminated from Detailed Study
D-4/D-5	Union/Baker	BLM	Timber Canyon Alternative	BA1-CL6-CL7-BA4	Alternative Route
D-5	Baker	IPC	Proposed Route	CL5-BA1-BA2-BA10-BA3-BA11-BA12-BA4-BA13-BA20-BA16-BA15-BA18-BA21-BA19-CL9	Proposed Route
D-5	Baker	IPC	Proposed 138/69kV Rebuild	BA8-BA17	Proposed Route
D-5	Baker	BLM	Flagstaff Alternative including 230kV Rebuild	BA2-BA5-BA3; BA6-BA7	Alternative Route
D-5	Baker	BLM	Burnt River Mountain Alternative	BA12-BA20	Alternative Route
D-5	Baker	BLM	Powder River Alternative	BA1-CL6-UN10-CL8-BA12	Eliminated from Detailed Study

Table 3-1. Summary of Proposed, Alternative, and Eliminated Routes and Substations (continued)

Appendix D Figure	County	Route/ Substation Origin	Designation	Reference Nodes for Siting Study Supplement	Route Status
D-5	Baker	IPC	Virtue Flat Alternative	BA10-BA11	Eliminated from Detailed Study
D-5	Baker	IPC	Weatherby Alternative	BA13-BA14-BA15	Eliminated from Detailed Study
D-5/D-6	Baker/Malheur	BLM	Tub Mountain South Alternative	BA21-CL12-MA15	Alternative Route
D-5/D-6	Baker/Malheur	IPC	Willow Creek Alternative	BA19-CL11-MA16-MA14	Alternative Route
D-6	Malheur	IPC	Proposed Route	CL9-MA13-MA14-MA15-MA8-MA1-MA2-MA3-MA4-MA5-CL10	Proposed Route
D-6	Malheur	IPC	Double Mountain Alternative	MA2-MA7-MA3	Alternative Route
D-6	Malheur	IPC	Malheur S Alternative	MA1-MA12-MA6-MA4-MA5	Alternative Route
D-6	Malheur	BLM	Malheur A Alternative	MA1-MA12-MA6-MA9-MA11-MA5	Alternative Route
D-6	Malheur	IPC	Brogan Alternative	MA13-MA16	Eliminated from Detailed Study
D-6	Malheur	IPC	2010 Proposed Route	MA8-MA6	Eliminated from Detailed Study
D-6	Malheur	IPC	Owyhee River Below Dam Alternative	MA9-MA10-MA11	Eliminated from Detailed Study
D-7	Owyhee	IPC	Proposed Route	CL10-OW1	Proposed Route
D-7	Owyhee	IPC	Hemingway Substation	OW1	Existing Expansion

3.1 Morrow County, Oregon

3.1.1 Designation of Southern Alternative as Proposed Route

The northern approach to the Grassland Substation, MO1-UM1, designated the proposed route in the 2010 Siting Study, required crossing several problematic areas including irrigated agriculture, Oregon Department of Fish and Wildlife (ODFW) Category 1 Habitat for Washington ground squirrels (WAGS) and the northern edge of the Naval Weapons Systems Training Facility (see Figure 3.1-1). Although these issues may have proven resolvable, the feasibility of the southern route was confirmed by WAGS field studies and micrositing to avoid landlowner concerns. As a result, the southern approach, described as the Boardman South Alternative (MO1-MO2- MO3-CL1-CL2-CL3-UM1) in the 2010 Siting Study, has been determined to be a better option. IPC redesignated the southern approach as the Proposed Route and the northern approach as the Boardman North Alternative in February 2011.

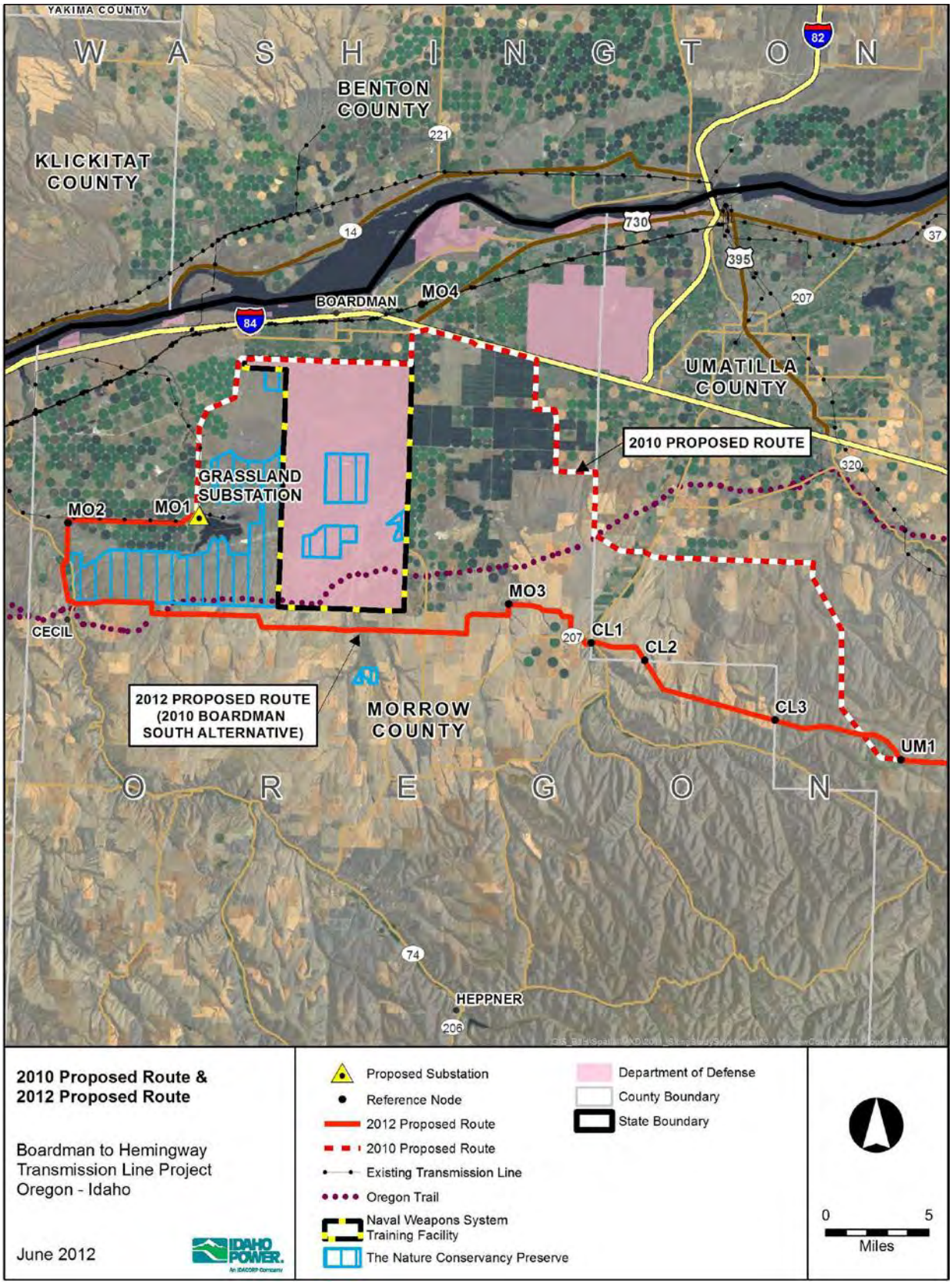

Figure 3.1-1. 2010 and 2012 Proposed Routes

3.1.2 Elimination of Northern Approach to Grassland and Identification of Longhorn Route and Substation Alternatives

As the Project progressed, IPC learned of BPA's plans to build the Longhorn Substation east of the city of Boardman to allow for a 230-kV connection to the 500-kV transmission grid. Through discussions with BPA, it was determined that the Project could alternatively terminate at this site while still meeting the Project purpose and need. The Longhorn Substation will be located on private lands just west of the Port of Morrow, due north of the Boardman Bombing Range road, about 0.25 to 0.5 mile north of I-84 (see Figure 3.1-2). The substation will be approximately 33 acres in size. BPA would provide 2 acres within the planned fenced area for the Project to terminate. IPC project facilities would include a line bay in the substation and two breakers. While the Longhorn Substation will be built for other projects regardless of whether the Project is built, BPA has not finalized plans for the substation and consequently IPC is unable to determine if this new facility would be available in time to meet the Project schedule.

Assuming the Longhorn Substation would be available when needed, an alternative connecting the Proposed Route to the Longhorn Substation was sited (MO4-MO3; see Figure 3.1-2). The Longhorn Alternative is an 18.4-mile alternative located entirely on private land in Morrow County. The alternative exits the Longhorn Substation to the southeast, leaving an existing transmission corridor comprising three existing BPA transmission lines, one 500-kV line, and two 230-kV lines. At milepost (MP) 0.5, the Longhorn Alternative continues southeast across the Columbia River Highway (U.S. Highway 730) before proceeding across the West Extension Irrigation Canal at MP 0.7 and along the north side of the Union Pacific Railroad to MP 1.4. At MP 1.4, the Longhorn Alternative turns south and angles across the railroad (MP 1.5) and I-84 (MP 2.0), approximately 1.5 miles east of the Boardman Junction.

The Longhorn Alternative continues almost due south for the next 3.2 miles to MP 5.2 where it turns to the southeast and proceeds 0.4 mile to the south side of an existing farm road (MP 5.6). At this point, the alternative proceeds east to MP 6.1 then turns south, passing between poplar trees and irrigation pivots to MP 7.1. The Longhorn Alternative turns and again proceeds east for approximately one mile before turning southeast and angling across an existing farm road to MP 8.1. From MP 8.1 to 9.0, the Longhorn Alternative proceeds south along the east side of an existing farm road and along the western edge of a dairy farm. At MP 9.0, the alternative turns and proceeds easterly along the north side of Homestead Lane until about MP 9.4 where it angles to the southeast, crossing Homestead Lane, and continues east along the south side of this road to approximately MP 11.0. Turning and proceeding south, the Longhorn Alternative passes east of Sand Lake, stays west of Echo Windfarms, and crosses the Oregon National Historic Trail at MP 16.6. Between MP 8.6 and 11.4, the alternative passes through the Naval Weapons Systems Training Facility (NWSTF) approach zone easement.

The 18.4-mile Longhorn Alternative and Longhorn Substation, when compared to the corresponding segment of the Proposed Route and Grassland Substation, were retained for detailed analysis because the Longhorn Alternative:

- Is 15.7 miles shorter,
- Crosses 23.4 fewer miles of high erosion hazard soils,
- Crosses 4.7 fewer miles of landslide features,
- Does not cross the Blue Mountain Scenic Byway,
- Crosses 16.1 fewer miles of prime farmland,
- Crosses 13.6 fewer miles of cropland,
- Crosses 15.7 fewer miles of exclusive farm use (EFU), and
- Crosses 15.7 fewer miles of private land.

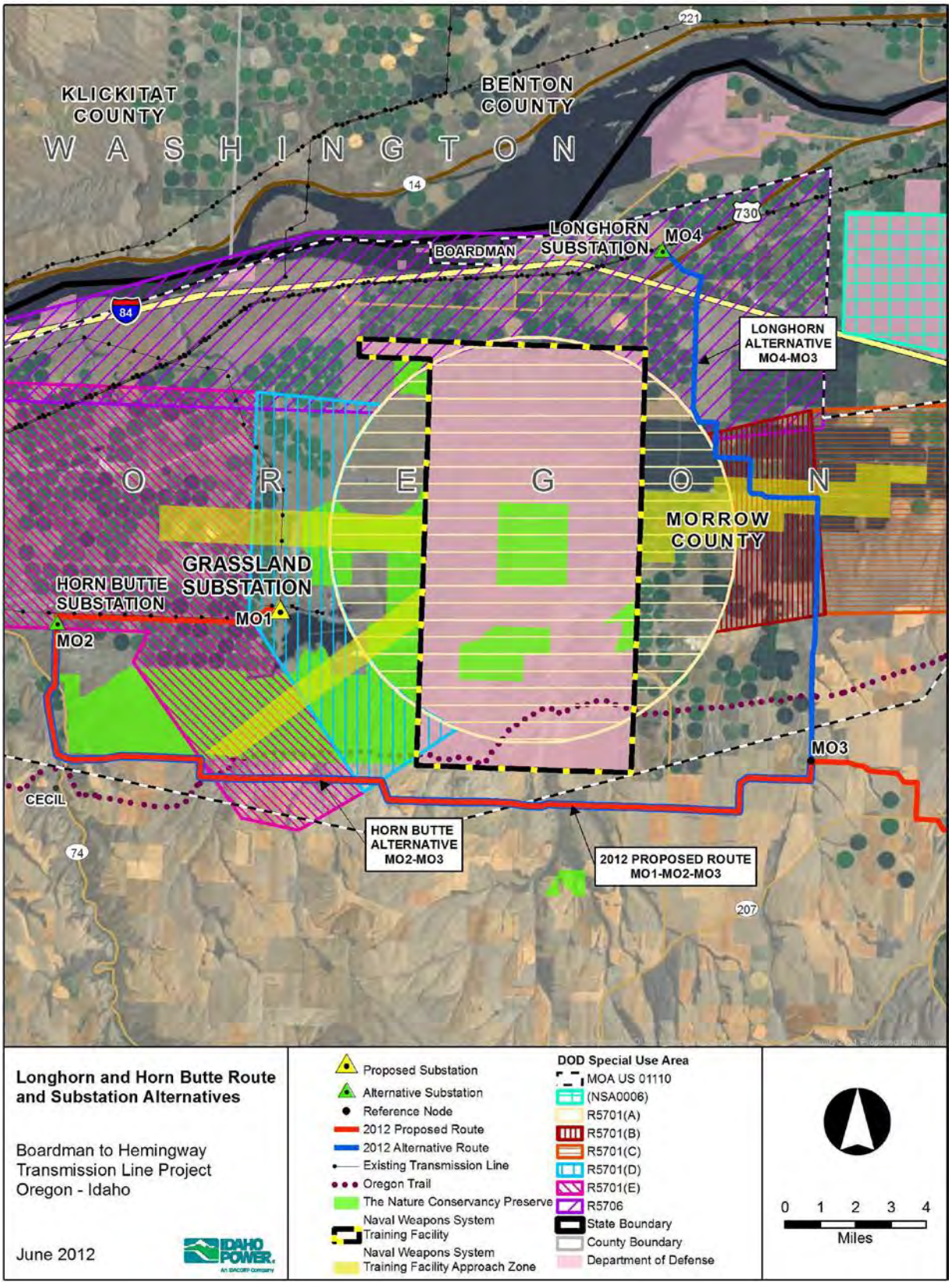

Figure 3.1-2. Longhorn and Horn Butte Route and Substation Alternatives

For a complete comparison of resources crossed by the Longhorn Alternative and the comparable segment of the Proposed Route, see Appendix E, Table E-1.

Both the Proposed Route and Longhorn Alternative cross areas with airspace restrictions. IPC continues to consult with the Department of Defense (DoD) on potential tower height and marking requirements. The Longhorn Alternative and Substation site will be studied in detail while the substation plan and schedule are finalized by BPA. At that time, IPC can make a decision whether to continue with the current Proposed Route or whether the Longhorn Alternative should be redesignated as the Proposed Route.

3.1.3 Horn Butte Route and Substation Alternatives

Continued coordination with PGE identified the feasibility of terminating the Proposed Route at a new substation site adjacent to PGE's existing 500-kV Boardman to Slatt transmission line approximately 6.5 miles west of the proposed Grassland Substation along the Proposed Route. The alternative Horn Butte Substation site located just south of MP 6.5 would be located on private lands west of the Boardman Generating Plant, about 1 mile northeast of State Highway 74 (see Figure 3.1-2). The full 20-acre yard would be graded and fenced by IPC, but initially developed with only three fully equipped bays to allow for interconnection of the Project and Boardman to Slatt lines. The section of the Horn Butte Substation used specifically for the Project would cover approximately 6 acres. The undeveloped area would allow future users to tie into the Boardman to Hemingway or Boardman to Slatt line.

The Horn Butte Alternative is a 27.4-mile segment of the Proposed Route in Morrow County. The Horn Butte Alternative departs from the Horn Butte Substation at approximately Proposed Route MP 6.7. It then follows the same alignment as the Proposed Route, heading south along the west side of the Boardman Conservation Area before turning east approximately 1 mile north of Cecil (see Figure 3.1-2). The alternative proceeds easterly along the south side of the Boardman Conservation Area and NWSTF to Proposed Route MP 34.1.

The Horn Butte route (MO2-MO3) and substation (MO2) alternatives, when compared to the corresponding segment of the Proposed Route, were retained for detailed analysis because the Horn Butte Alternative:

- Requires 6.7 fewer miles of ROW,
- Crosses 6.8 fewer miles of prime farmland,
- Crosses 6.8 fewer miles of EFU zoned land,
- Crosses 6.8 fewer miles of private land, and
- Crosses 1.8 fewer miles of cropland.

See Appendix E, Table E-1 for a complete comparison of resources crossed by the Horn Butte Alternative, the Longhorn Alternative, and the comparable segment of the Proposed Route.

There are, however, a number of details, such as cutting into the current Boardman to Slatt line, to be considered by both IPC and PGE before this plan could be designated as a part of the Proposed Route. The Horn Butte Alternative also crosses areas with airspace restrictions and IPC is in consultation with the DoD on potential tower height and marking requirements.

3.1.4 Other Route Adjustments

In addition to the above mentioned route changes in Morrow County, there have been some minor adjustments to the May 2012 Proposed Route centerline when compared with the 2010 Boardman South

Alternative centerline. Appendix C, Figures C-1 and C-2 along with Table C-1 describe the changes between these alignments in Morrow County.

Between the Grassland Substation and approximately MP 8.0, the Proposed Route has been shifted north to follow the south side of the existing Boardman to Slatt 500-kV transmission line (Appendix C, Figure C-1, ID 1). This adjustment avoids crossing the northern side of The Nature Conservancy Preserve (Boardman Conservation Area) where WAGS colonies are present and minimizes impacts to pivot irrigation in the area. Two other locations along the Proposed Route, MPs 12–18 and MPs 20–23, were adjusted per landowner discussions with IPC (Appendix C, Figure C-1, IDs 4 and 5). The Proposed Route centerline was also shifted north between MPs 33.5 and 39 due to a landowner request to avoid proposed wind turbine sites (Appendix C, Figure C-1, ID 6). ID 11 on Figure C-2 in Appendix C was the result of an engineering assessment to improve constructability.

3.2 Umatilla County, Oregon

The Proposed Route in Umatilla County, Oregon (CL1-CL2; CL3-UM1-CL4) is approximately 49.5 miles long and crosses only private land (see Appendix D, Figure D-2). IPC has continued to work with landownersto develop the current alignment across Umatilla County and, as a result, slight centerline adjustments have been made since the 2010 Siting Study. Additionally, approximately 20 miles of the Boardman North Alternative was located within Umatilla County. As discussed above in Section 3.1.2, development of the Longhorn Alternative and Substation eliminated the need for a northern route to the Grassland Substation. There has been no need to develop any other alternatives within Umatilla County.

3.2.1 Proposed Route Adjustments

Appendix C, Figures C-1 to C-3 compare the May 2012 Proposed Route with the 2010 Proposed Route in Umatilla County. ID 7 on Figure C-1 in Appendix C is a centerline adjustment made to better follow parcel lines and improve constructability. Between Proposed Route MP 51 and MP 56.5 (ID12), the centerline was shifted to stay along the north side of Slusher Canyon. Three other realignments along the Proposed Route in Umatilla County (IDs 13, 14, and 15) were made due to an engineering assessment to improve constructability, while a fourth adjustment, ID 16, was made based on landowner discussions with IPC. Figure C-3 in Appendix C shows the final two realignments along the Proposed Route in Umatilla County. These two adjustments, IDs 17 and 18, were made to improve route constructability and minimize additional canyon crossings.

3.3 Union County, Oregon

The Timber Canyon Alternative is located in both Union and Baker counties. Since its development is most closely associated with resouces in Baker County, it is discussed below in Section 3.4.1, NHOTIC Alternatives.

3.3.1 Glass Hill Alternatives

In the Glass Hill area, routing has been very difficult due to competing landowner opinions, environmental resource issues, visual impact concerns, and difficult construction conditions. Initially, two routes were developed in the Glass Hill area by stakeholders during the CAP routing sessions. These CAP alternatives are designated C11 and C21 in Figure 3.3-1.

After the CAP routing sessions the IPC team reviewed each route to identify potential issues that could significantly impact the ability to permit or construct the Proposed Route. During this review, CAP Route C11 appeared to have a critical permitting issue where it crossed the Ladd Marsh Wildlife Management Area (WMA). Under ODOE Energy Facility Siting Council (EFSC) regulations, state wildlife

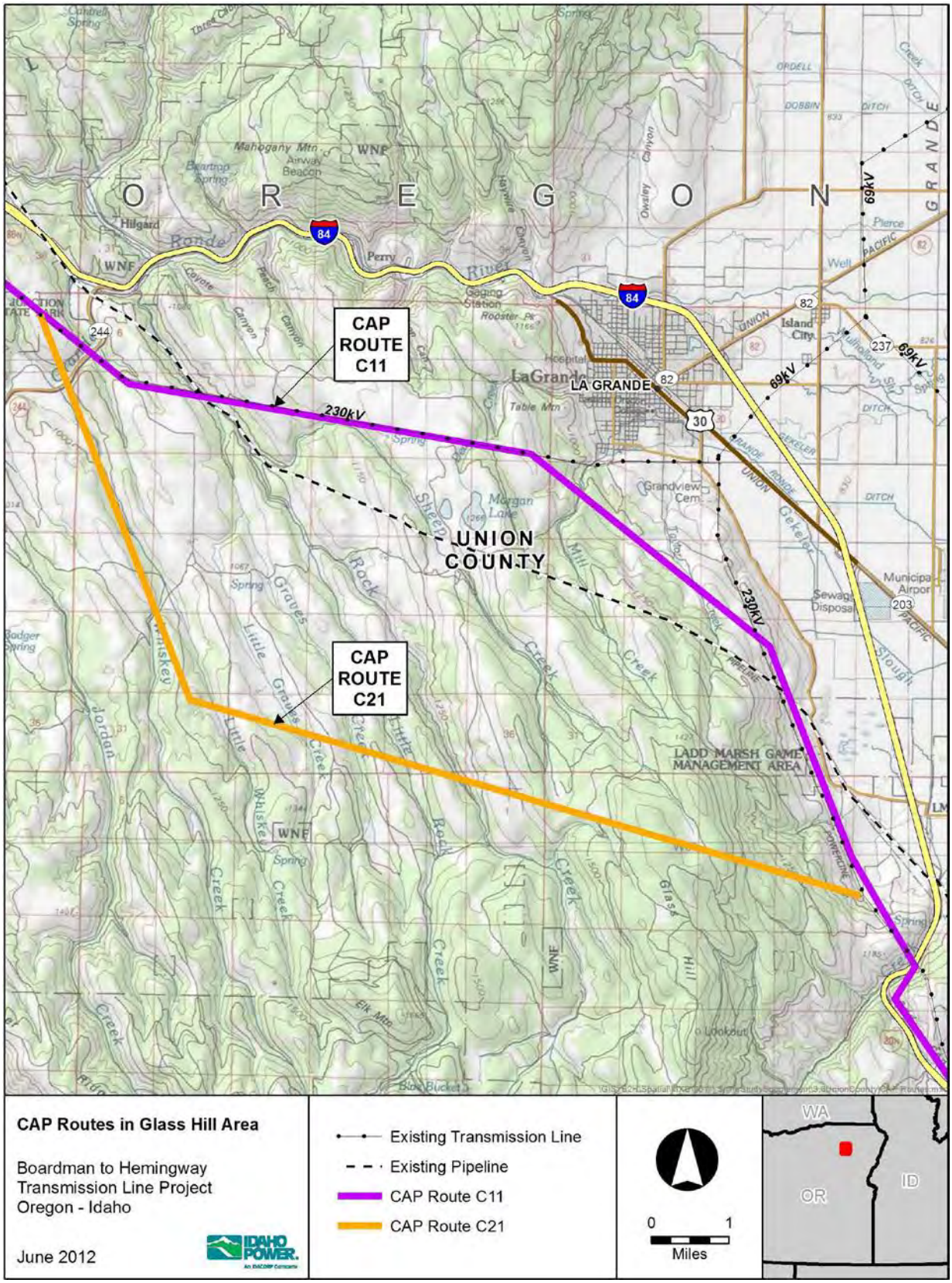

Figure 3.3-1. CAP Routes in Glass Hill Area

management areas are designated as Protected Areas, which are exclusion areas if other options are feasible. Coupled with this resource issue was the fact that Union County's main concern was visibility of the transmission line route from La Grande. With CAP Route C21 located over 6 miles from La Grande at its closest point, and the fact that it avoided Ladd Marsh WMA, it was considered the more reasonable route in the Glass Hill vicinity. CAP Route C21 ultimately evolved into the Proposed Route as shown in the 2010 Siting Study.

Following the CAP, the Glass Hill Alternative (see Figure 3.3-2) was developed by IPC in April 2010 to avoid the Eastern Oregon University Rebarrow Research Forest at the northern end of Glass Hill. In addition, the Glass Hill Alternative was refined by the IPC engineering team to minimize construction difficulty through the very severe topography found throughout this area.

The BLM Scoping Process in the fall of 2010 generated many stakeholder comments on the proposed and alternative routes in the Glass Hill area. Through the scoping process it became clear that there were many contradictory views regarding the location of the Proposed Route. IPC set up community meetings subsequent to the 2010 Scoping Process to continue to work with landowners in this area.

Figure 3.3-3 shows alternatives submitted through the Scoping Process in blue, and those alternatives developed through citizen correspondence and discussions with IPC in orange. The southern portion of the Glass Hill Alternative, as proposed in the 2010 Siting Study (MP 6-16 on Figure 3.3-3), was eliminated due to environmental resource concerns identified by ODFW during the 2010 scoping process, landowner opposition and environmental habitat concerns. Additional routing suggestions from landowners to evaluate routes south of the 2010 Glass Hill Alternative were assessed by IPC and were determined not to have fewer environmental impacts than the 2010 Glass Hill Alternative and actually crossed more severe terrain.

Several 2010 scoping comment letters asked that alternatives follow the existing utility easements in the Glass Hill area. As previously discussed, analysis of a route parallel to the existing 230-kV transmission line took place during the CAP. At the request of landowners, IPC revisited this analysis and consulted with ODFW. ODFW reported that if an upland route out of the wetland habitat could be developed the agency would consider such a route (ODFW 2011). However IPC again came to the same conclusion that a route in this vicinity would have more potential impact than either the Proposed Route or Glass Hill Alternative due to steep upland terrain and proximity to homes and cabins on the ridge west of La Grande and therefore should not be carried forward for further asssessment.

An alternative following the existing natural gas pipeline in this vicinity also would cross the Ladd Marsh Wildlife Management Area, a Protected Area under EFSC guidelines. IPC put the permitting difficulty of the route aside and conducted an engineering analysis. This analysis found the Proposed Route more favorable than the alternative following the pipeline from an engineering and constructability standpoint.

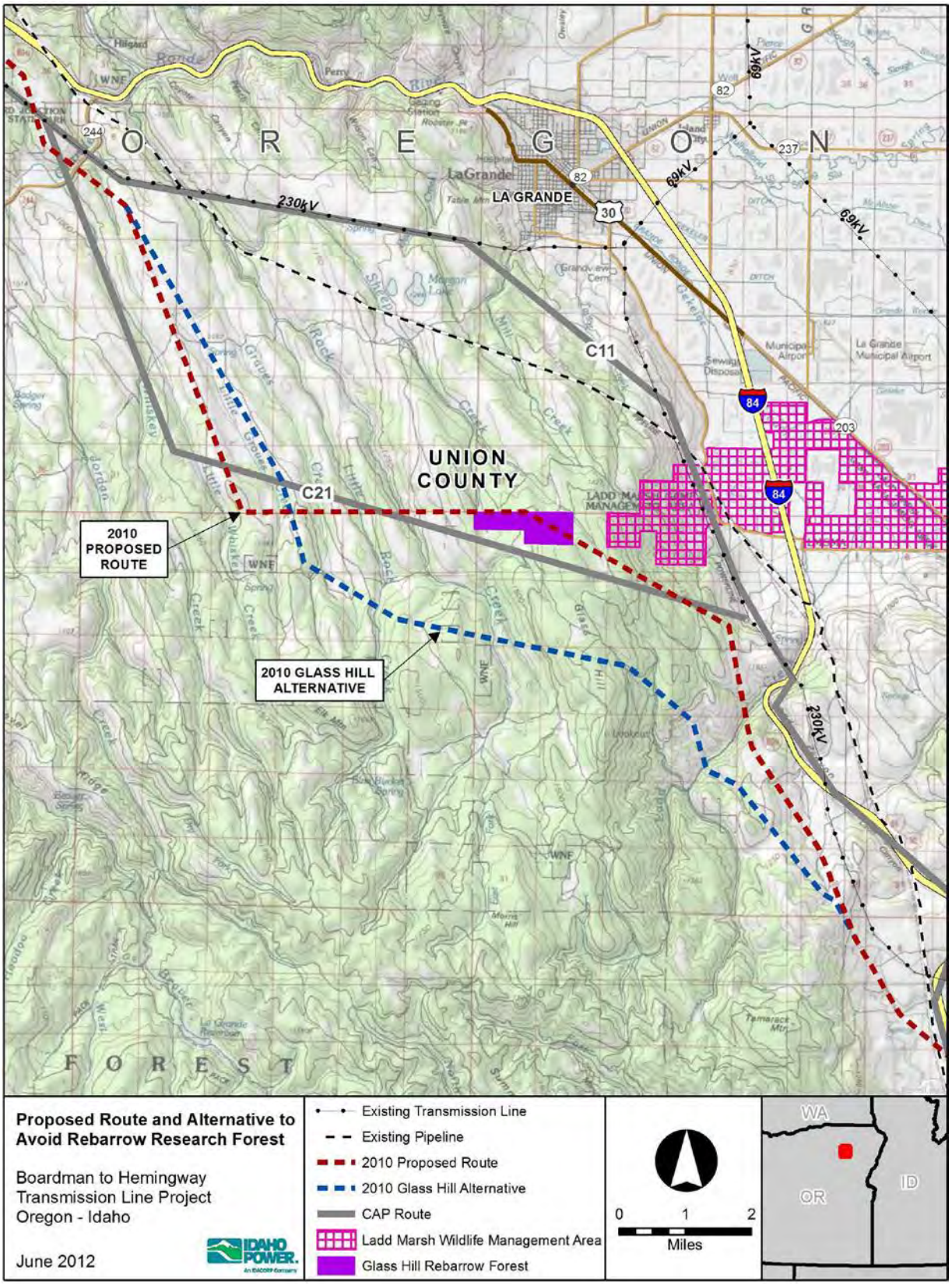

Figure 3.3-2. Proposed Route and Alternative to Avoid Rebarrow Research Forest

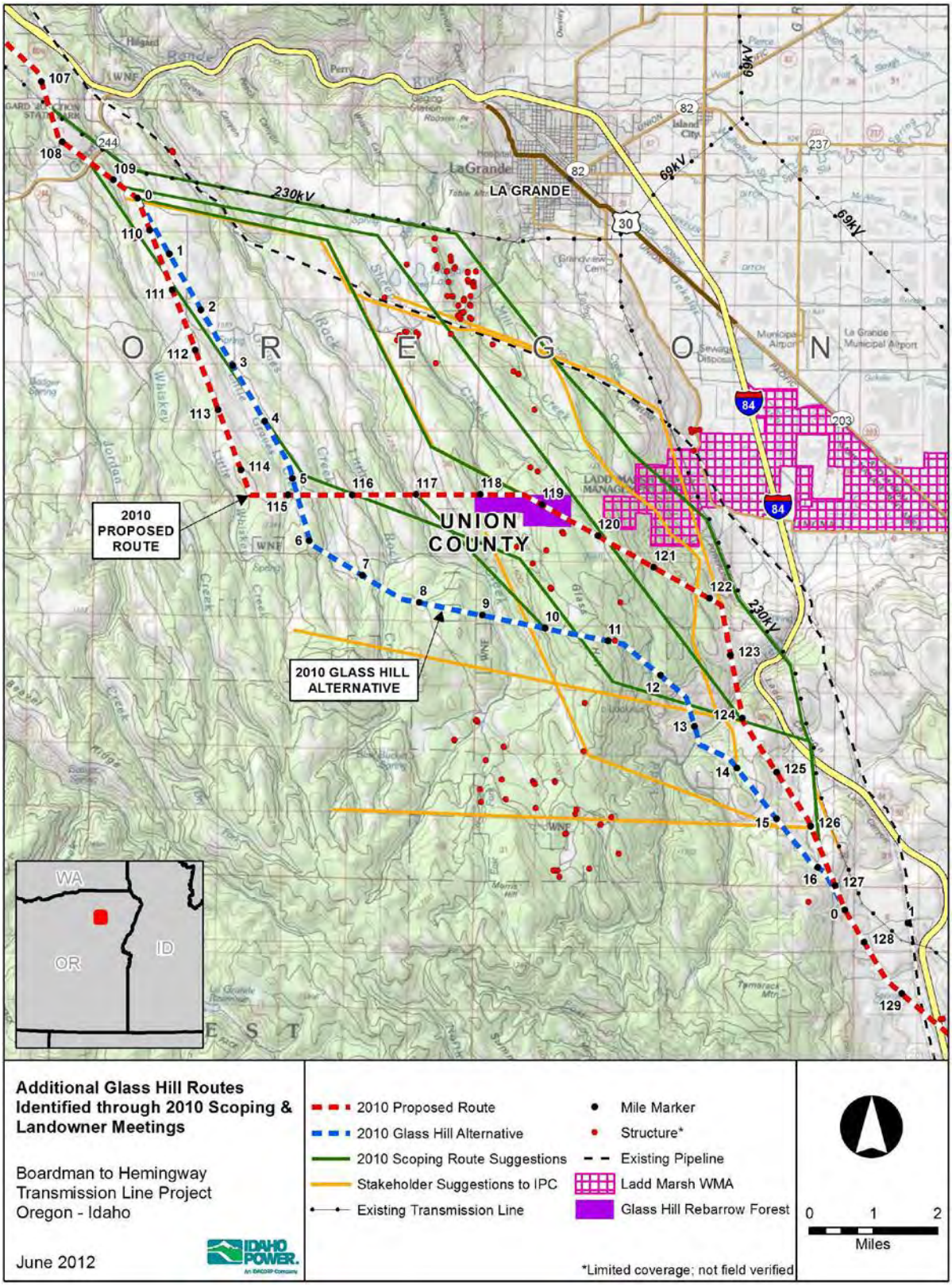

Figure 3.3-3. Additional Glass Hill Routes Identified through 2010 Scoping and Citizen Correspondence

Other alternatives proposed in this vicinity as a result of the 2010 scoping process generally follow a northwest to southeast alignment near the location of the proposed and alternative routes. IPC reviewed the stakeholder concerns and scoping alternatives and attempted to strike a stakeholder, environmental permitting, and constructability balance. During review of the many alternatives, IPC decided to relocate the 2010 Proposed Route approximately 3 miles to the east to an alignment suggested during the scoping process. This decision was made after an engineering review of the area identified this ridgeline, between Rock Creek and Sheep Creek, as providing the best access and terrian for construction and maintainance of a transmission line. IPC decided to keep a segment of the 2010 Proposed Route, adjusted slightly for engineering purposes, as the new (2011) Glass Hill Alterantive (see Figure 3.3-4).

While IPC has identified a Proposed Route (UN1-UN3-UN12-UN7) and alternative route (UN1-UN2-UN3) in the Glass Hill area, landowner concerns have not abated. IPC understands this and plans to continue to work with local residents to improve the alignment of the proposed and alternative routes. For a comparison of the resources crossed by the Glass Hill Alternative relative to the comparable section of the Proposed Route, see Appendix E, Table E-2.

3.3.2 Elimination of Blue Mountain Forest State Park Alternative

IPC's continued analysis of the Proposed Route in late 2010 revealed a crossing of an EFSC-designated Protected Area, the Blue Mountain Forest State Scenic Corridor. This led to the development of the Blue Mountain Forest State Park Alternative (UN4-UN5-UN6), which avoided the State Scenic Corridor (see Figure 3.3-5).

The Blue Mountain Forest State Park Alternative is 3.2 miles long and is located within the Wallowa-Whitman National Forest (NF) utility corridor. The alternative departs from the Proposed Route at MP 101.1 and proceeds easterly, crossing Interstate 84 (I-84) at MP 0.9 before angling southeasterly at MP 1.0 to pass along the eastern edge of a segment of the Blue Moutain Forest State Scenic Corridor. At approximately MP 1.7 the route angles farther to the south, crosses back over I-84, and rejoins the Proposed Route at MP 104.1.

A subsequent engineering evaluation determined it was possible to span the Blue Mountain Forest State Scenic Corridor, thereby minimizing construction and maintenance impacts by eliminating the need for access roads and tower pads on park lands. The potential impacts of the Blue Mountain Forest State Park Alternative were then discussed with ODOE and the Oregon Deparment of Parks and Recreation. Ultimately, it was determined that the alternative would likely result in more impacts than the Proposed Route. For this reason, the Blue Mountain Forest State Park alternative was eliminated from further study.

3.3.3 Elimination of Clover Creek Valley Alternative

IPC considered the Clover Creek Valley Alternative (UN7-UN8-UN9) to avoid crossing the northern end of the Clover Creek Valley, which is actively farmed and zoned as EFU. This alternative, while avoiding the farmland by crossing to the north of the valley, would require two crossings of an existing 230-kV line within a stretch of 2.7 miles (Figure 3.3-6). This alternative is described in detail in the 2010 Siting Study, Section 4.2.3.

The Clover Creek Valley Alternative was presented to the public during the fall 2010 scoping process and at various IPC community meetings . Little concern over the location of the Proposed Route in this area or support for the alternative was received and IPC decided to eliminate the alternative due to the need for two crossings of the existing 230-kV line.

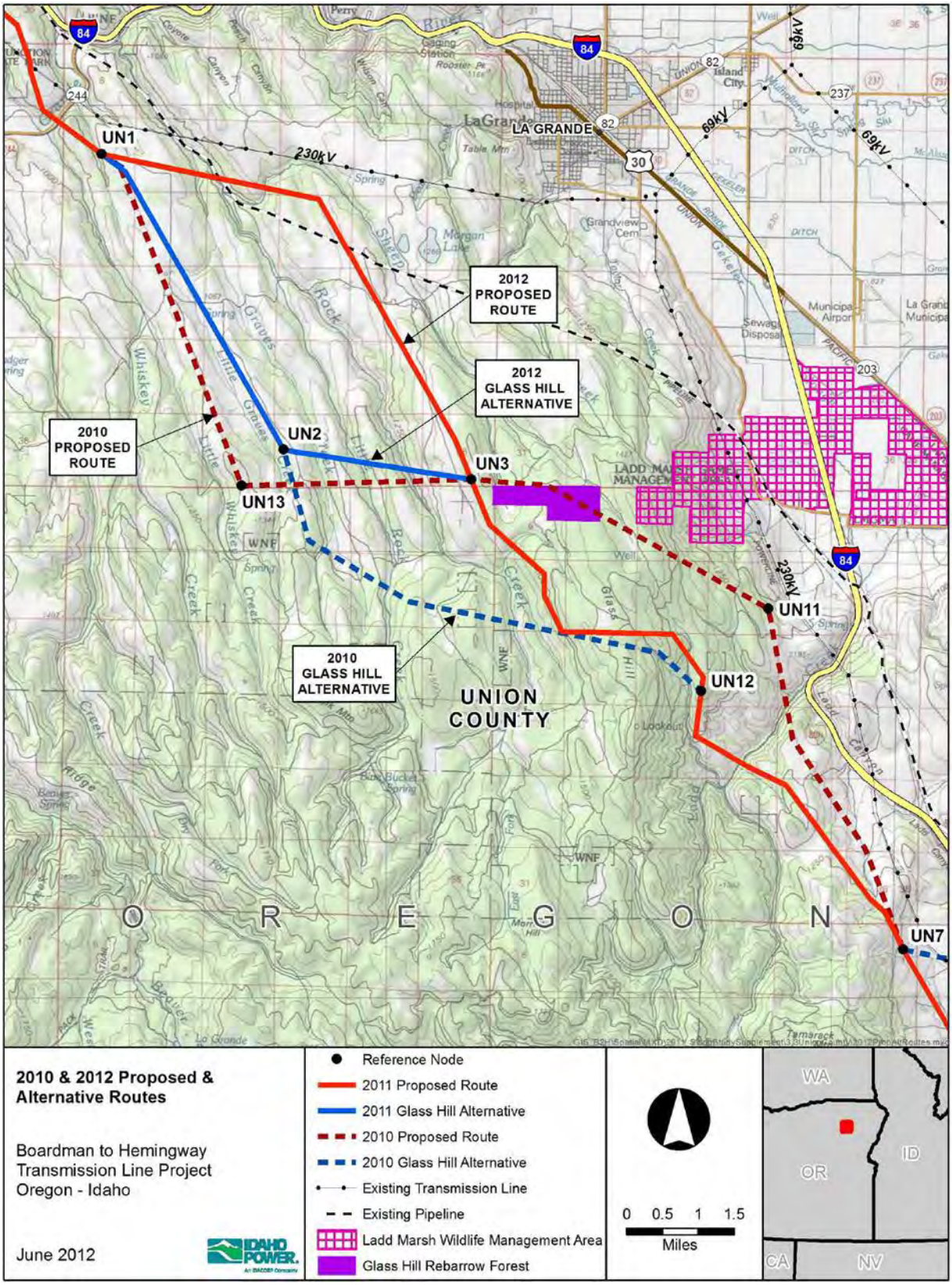

Figure 3.3-4. 2012 Glass Hill Proposed and Alternative Routes

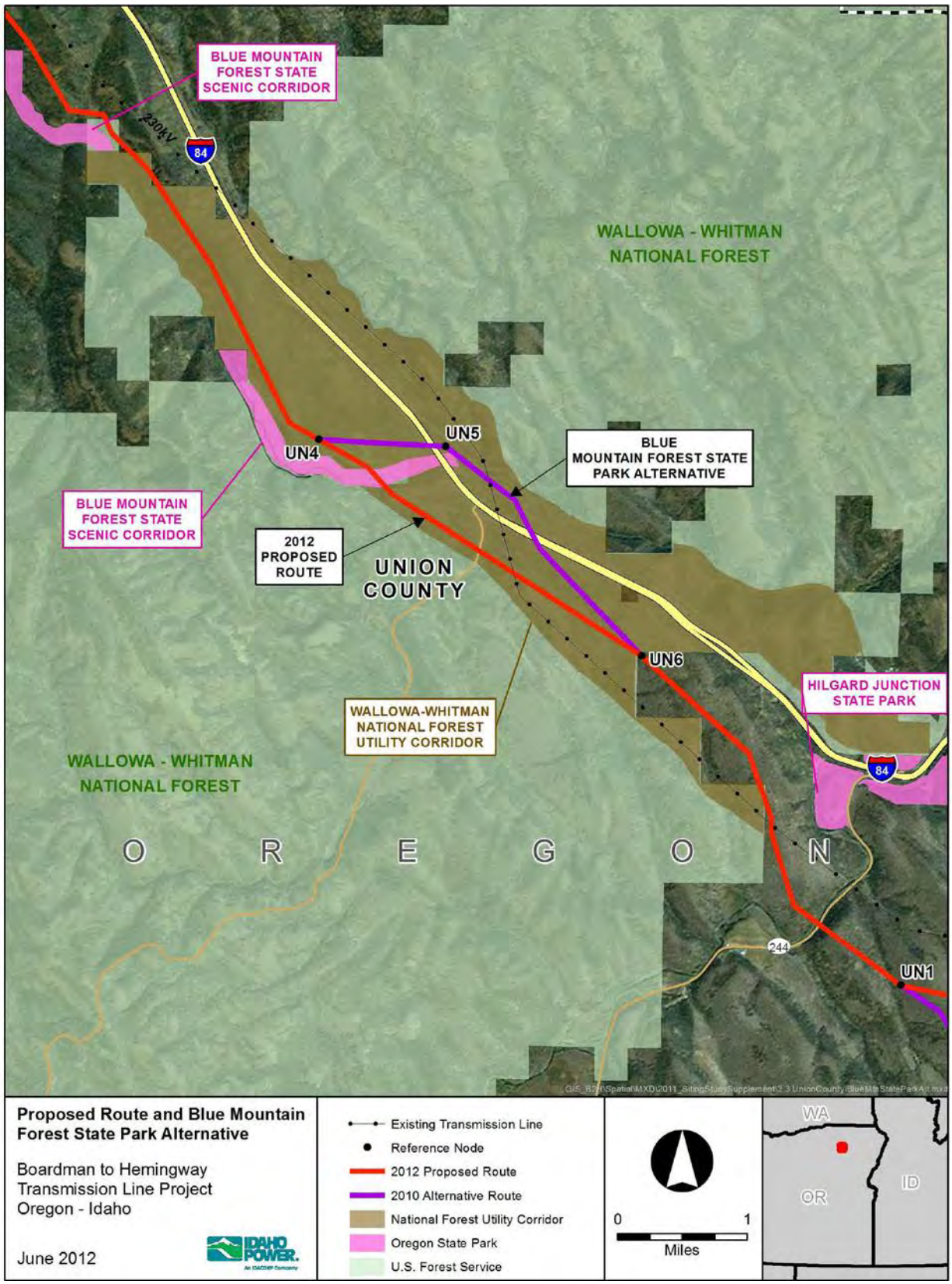

Figure 3.3-5. Proposed Route and Blue Mountain State Park Alternative

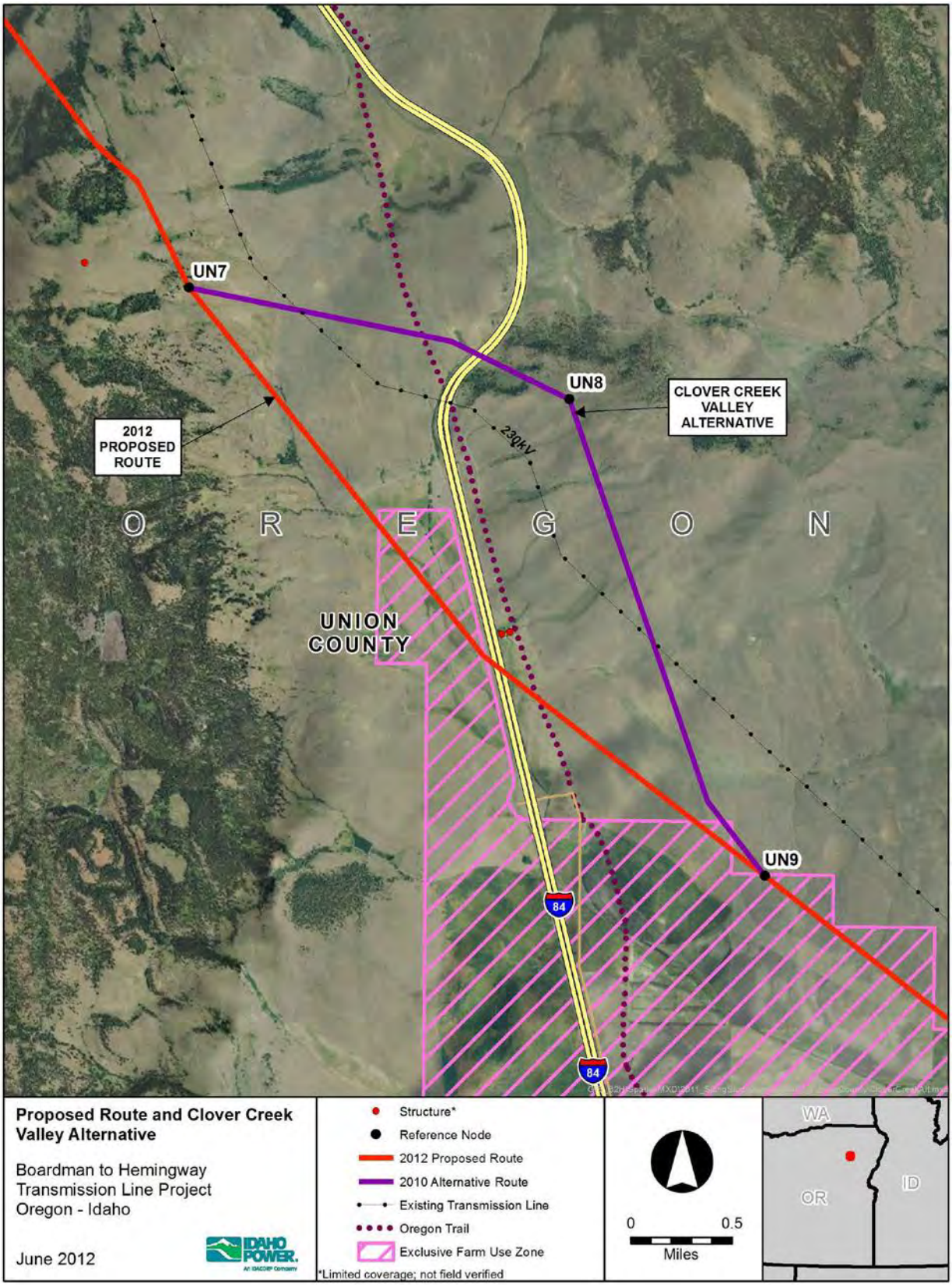

Figure 3.3-6. Proposed Route and Clover Creek Alternative

3.3.4 Other Route Adjustments

In addition to the above mentioned route changes in Union County, there have been some additional centerline adjustments to the Proposed Route. Figures C-3 and C-4 in Appendix C detail the route changes between the 2012 Proposed Route and 2010 Proposed Route. Between MP 100 and 103, the centerline was shifted to avoid a segment of Blue Mountain Forest State Scenic Corridor and also engineered to improve tower locations (Appendix C, Figure C-3, ID 19). Another slight adjustment to the centerline occurred between MPs 106 and 108.5, called out as ID 20 on Figure C-3 in Appendix C. This adjustment was made to follow IPC's separation guildelines when paralleling existing lines. ID 23, on Figures C-3 and C-4 in Appendix C, identifies a southwest shift of the Proposed Route centerline between MPs 116 and 126. This adjustment shifted the Proposed Route outside the boundary of the Eastern Oregon University Rebarrow Research Forest, accounted for landowner input received, and also significantly improved constructability of the route through the steep terrain in this area. Between MPs 127 and 128, ID 25 on Figure C-4 in Appendix C, the centerline was shifted to avoid crossing an Oregon Department of Transportation gravel pit and blasting area. Slightly farther south, between MPs 130 and 134, the line was engineered per a landowner request to shift the alignment closer to an existing 230-kV line to avoid a potential new structure location (Appendix C, Figure C-4, ID 26).

3.4 Baker County, Oregon

The Willow Creek Alternative and the Tub Mountain South Alternative are located in both Baker and Malheur counties. Since development of these routes is most closely associated with resouces in Malheur County, both alternative are discussed below in Sections 3.5.6.1, Willow Creek Alternative and Section 3.5.6.3 Tub Mountain South Alternative.

3.4.1 NHOTIC Alternatives

An ongoing concern in Baker County has been the potential for visual impacts to the NHOTIC. Several routes were originally studied in this vicinity, as discussed in Section 3.3.8 of the 2010 Siting Study. In 2008, the Proposed Route was located west of the NHOTIC. Local officials and citizens were concerned about impacting views to the west (across Baker Valley) from this facility. In response to these concerns, IPC the Porposed Route to its current location, about a mile east of the NHOTIC. However, potential visual impacts from the NHOTIC looking east became an issue once the Proposed Route was presented, prompting further study of alternatives in this vicinity. Again, there were many landowner requests to push the Proposed Route farther east of the NHOTIC to reduce visibility. Four alternative routes have been considered in this area; the Flagstaff and Timber Canyon alternatives, which have been retained for detailed analysis in the EIS, and the Virture Flat and Powder River alternatives, which have been eliminated from further study. The locations of these routes are shown on Figures 3.4-1 and 3.4-2.

3.4.1.1 Flagstaff and Timber Canyon Alternatives Proposed for Detailed Analysis

Flagstaff Alternative

The BLM identified the Flagstaff Alternative (BA2-BA5-BA3; BA6-BA7), which is 14.1 miles long and is located to the west of the NHOTIC. This alternative would necesitate the relocation of a 0.9-mile segment of the existing 230-kV IPC transmission line (see Figure 3.4-1). The 230-kV line would be relocated slightly to the east between two hilltops just south of State Highway 86.

The Flagstaff Alternative crosses 0.3 miles of Vale District, BLM-managed land, and 13.8 miles of privately owned land. The 230-kV relocation is located on privately owned land. This alternative leaves the Proposed Route at MP 149.7, angling to the southeast across State Highway 203 at MP 0.9.

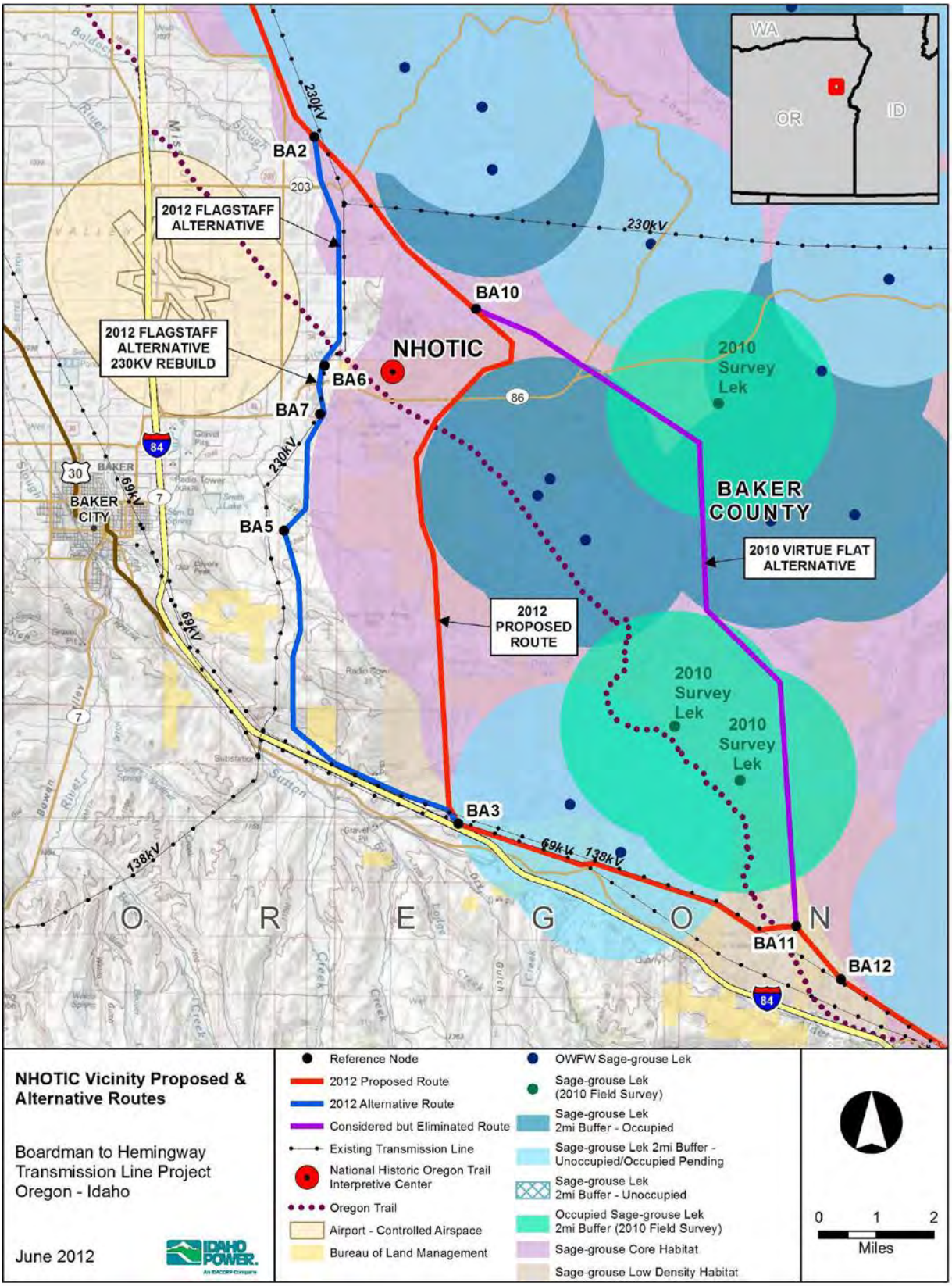

Figure 3.4-1. NHOTIC Vicinity Proposed and Alternative Routes

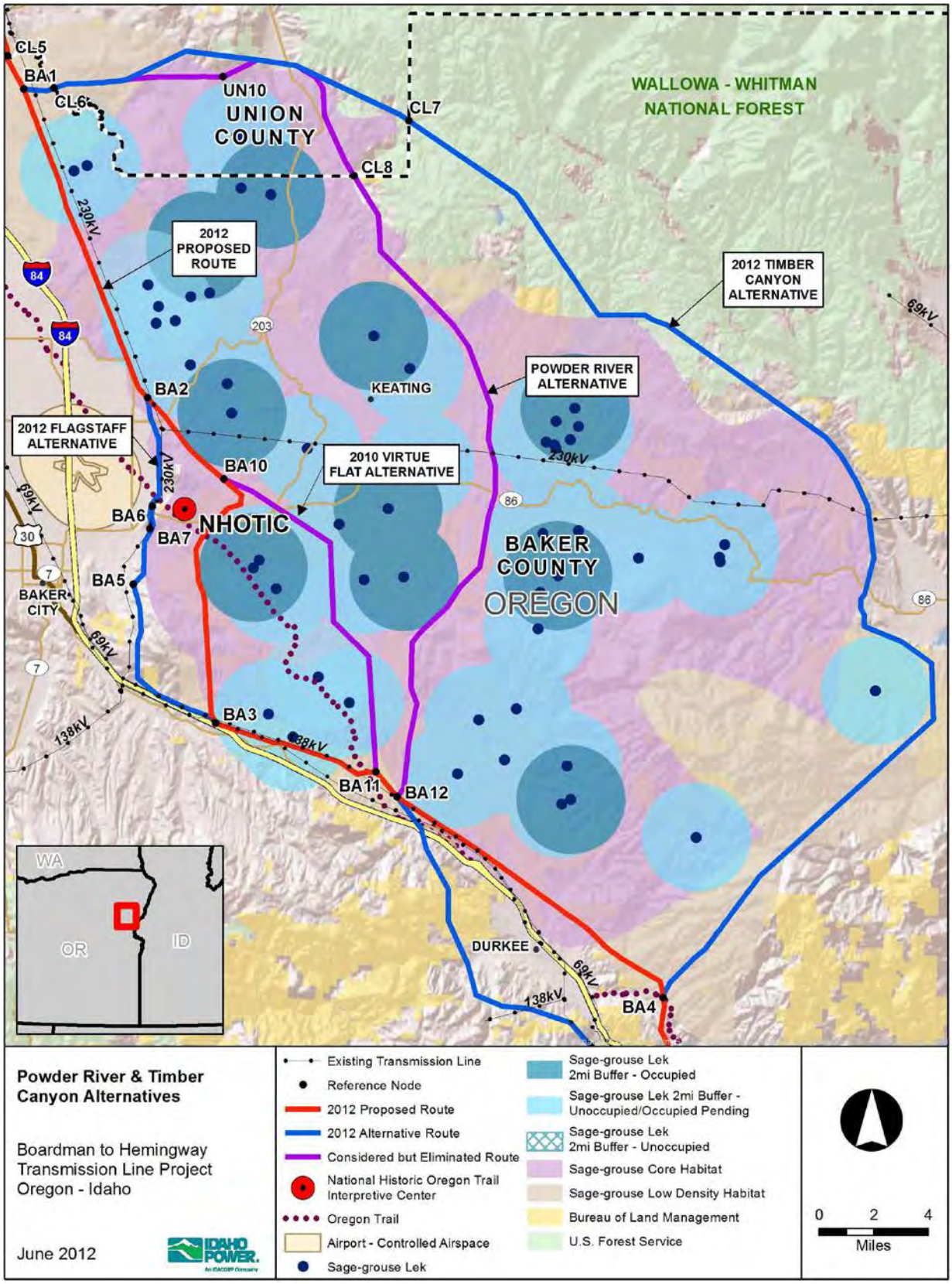

Figure 3.4-2. Powder River and Timber Canyon Alternatives

Approximately 0.7 mile beyond this road crossing, this route joins in a corridor with an existing IPC 230-kV wood pole H-frame transmission line proceeding almost due south for 2.0 miles along the eastern edge of agricultural fields to MP 3.6. This alternative continues to follow the existing 230-kV line as it angles to the southwest, crosses State Highway 86 and then proceeds south between two hills. It is between these two hills where the 0.9-mile segment of the existing 230-kV line would be relocated several hundred feet to the east to allow for placement of the 500-kV towers within this valley.

Land use in this segment (3.6 miles) from State Highway 203 to State Highway 86 includes 1.4 miles of irrigated agricultural land and 2.2 miles of rangeland at the eastern edge of the Baker Valley. At MP 2.3 in the vicinity of Prowell Lane, the Flagstaff Alternative passes just east of a farm complex with another farmstead passed near MP 3.5. The alternative passes within 0.2 mile of a segment of the Oregon Trail Area of Critical Environmental Concern (ACEC) and within about 1.0 mile of the NHOTIC.

At MP 4.9, the Flagstaff Alternative crosses the relocated 230-kV line before angling to the southwest to stay in corridor with this existing line. The Flagstaff Alternative then leaves the 230-kV line at MP 5.7 and turns southerly, passing between irrigated agricultural fields. The alternative route then angles to the southwest acrsos rangeland to rejoin the corridor with the existing 230-kV line at MP 7.3. After crossing another 4.4 miles of rangeland, the route joins the transportation/utility corridor with I-84, a 69-kV line, and a 138-kV line, which it parallels to its intersection with the Proposed Route at MP 163.9.

IPC had eliminated the Flagstaff Alternative from further consideration during the CAP process after detailed analysis of this vicinity indicated the current Proposed Route would be less difficult to permit and construct than the Flagstaff Alternative (see 2010 Siting Study, Section 3.3.8, Interpretive Center Region). However, in response to concerns about potential visual impacts to the setting of intact segments of the Oregon National Historic Trail and impacts to sage-grouse core area habitat, the BLM plans to study this alternative in detail in the EIS.,

The Flagstaff Alternative was retained for detailed analysis because when compared to the corresponding segment of the Proposed Route because it :

- Follows an existing 230-kV line for its length,
- Avoids creating a new utility corridor in Baker County,
- Crosses 11.1 fewer miles of sage-grouse core area, and
- Crosses 5.3 fewer miles of Visual Resource Management (VRM) Class II lands.

For a complete comparison of resources crossed by the Flagstaff Alternative and the comparable segment of the Proposed Route, see Appendix E, Table E-3.

Timber Canyon Alternative

The Timber Canyon Alternative (BA1-CL6-CL7-BA4) avoids the vicinity of the NHOTIC and Baker City. Additionally it skirts the edges of ODFW-designated core sage-grouse habitat and avoids crossing any occupied 2-mile sage-grouse lek buffers (see Figure 3.4-2). This alternative leaves the Proposed Route near North Powder and heads east, turning southeast near the community of Medical Springs and rejoining the Proposed Route southeast of the town of Durkee. While this route appears to resolve the visual concerns near the NHOTIC and avoids core sage-grouse lek habitat, it would require nearly 62 miles of new ROW, with about 18 miles located on USFS-managed lands in steep terrains and comes within one mile of the community of Medical Springs, where significant landowner concerns were expressed during 2008 siting studies. Additionally, the USFS has concerns with the route as it crosses several miles of lands designated as having visual quality objectives of partial retention and retention as well as lands with historic mining sites.

The Timber Canyon Alternative is 61.6 miles long, of which 13.8 miles are located in Union County and 47.8 miles in Baker County. It traverses 19.6 miles of the Wallowa-Whitman NF, 5.7 miles of Vale District, BLM-managed lands, and 36.3 miles of privately owned lands.

The Timber Canyon Alternative leaves the Proposed Route at MP 137.4 in Baker County and proceeds easterly, crossing an existing 230-kV transmission line at approximately MP 0.4 before crossing from Baker County over the Power River into Union County at approximately MP 1.1. From this point this alternative continues easterly, passing about 0.5 mile north of the Thief Valley Reservoir between MPs 2.0 and 3.0 and angling to the north of Fisk Reservoir across very rugged terrain.

At MP 10.3 this route angles southeast passing just west of the Wallowa-Whitman NF and approximately 1.8 miles farther southeast the alternative route enters the NF for a distance of about 1.7 miles. It crosses private land for the next 0.5 miles, re-entering the NF at MP 14.4 where it remains for the next 16.8 miles, to MP 31.2, having passed into Baker County again at MP 14.9.

The 16.8-mile segment through the Wallowa-Whitman NF crosses primarily forested land with some rangeland. The alternative route crosses several NF Management Areas including areas 1, 1W, 3, and 16. NF Management Area 1, Timber Production Emphasis, is traversed for a total of 8.3 miles and is managed with an emphasis on wood fiber production on suitable timber lands while providing relatively high levels of forage and recreational opportunities. NF Management Area 1W, Timber Management – Winter Range, is crossed for a total of 3.2 miles. NF Management Area 3, Wildlife/Timber: Big Game Winter Range, is crossed for 8.4 miles and has similar management practices as Management Area 1, with emphasis on timber production. Lands within Management Area 16, Administrative and Recreation Site Retention, include areas with sites such as work centers, fire lookouts, ranch headquarters, campgrounds, and other public recreation sites. The Timber Canyon Alternative crosses Management Area 16, known as the Forshey Orchard, for 0.1 mile between MPs 27.8 and 27.9.

In addition to the previous management boundaries, the Wallowa-Whitman NF manages visual resources through standards and guidelines known as Visual Quality Objectives (VQOs). The Timber Canyon Alternative crosses 4.2 miles of the VQO category Maximum Modification, 14.1 miles of the VQO category Modification, 3.5 miles of the VQO category Partial Retention, and 0.4 mile of the VQO category Retention. The alternative also crosses a total of 20 miles of the NF Recreation Opportunity Spectrum category Roaded Natural.

After leaving the NF, the Timber Canyon Alternative passes northeast of the community of Sparta before angling easterly toward Eagle Creek. Proceeding south, west of Eagle Creek and Eagle Valley, the alternative crosses an existing 230kV transmission line at MP 38.2 before angling southwesterly and across State Highway 86, the Hells Canyon Scenic Byway, at MP 40.8. At MP 42.3, the route crosses the Powder River, approximately 3 miles west of the Brownlee Reservoir, where it angles easterly across the northern foothills of Sheep Mountain. At its closest point, the Timber Canyon Alternative comes within 2 miles of the town of Richland.

The alternative turns due south at MP 45.2 and then angles to the west at MP 47.2 where it proceeds across rangeland and forested land for the next 14 miles, passing south of Sheep Mountain and northwest of Big Lookout Mountain, to rejoin with the Proposed Route at its MP 183.8.

In response to concerns about potential visual impacts to the NHOTIC, the setting of intact segments of the Oregon National Historic Trail, and core sage-grouse habitat the BLM plans to study this alternative in detail in the EIS. However, IPC is concerned about developing almost 62 miles of new ROW in a remote area and is not in favor of pursuing the Timber Canyon Alternative.

The Timber Canyon Alternative, when compared to the corresponding segment of the Proposed Route, was retained for detailed analysis because it:

- Avoids the NHOTIC by 15.9 miles,
- Crosses 30.2 fewer miles of sage-grouse core area,
- Avoids occupied sage-grouse lek buffers,
- Avoids crossing intact Oregon Trail segments,
- Crosses 1.6 fewer miles within 1,200 feet of historic trails,Crosses 7.2 fewer miles of prime farmland,
- Crosses 17 fewer miles of EFU zoned land, and
- Crosses 0.9 fewer miles of VRM Class II lands.

For a complete comparison of resources crossed by the Timber Canyon Alternative and the comparable segment of the Proposed Route, see Appendix E, Table E-4.

3.4.1.2 Elimination of Virtue Flat Alternative and Powder River Alternative

The Virtue Flat and Powder River Alternatives were considered by both IPC and the BLM, respectively, because the routes shifted the alignment farther to the east away from the NHOTIC. These alternatives were ultimately deemed infeasible due to the presence of occupied sage-grouse leks and their associated 2-mile exclusion buffers, the core sage-grouse habitat area designation by ODFW and the crossing of an ACEC proposed in the preferred alternative for the Baker Resource Area Draft Resource Management Plan and EIS[2].

Virtue Flat Alternative

The Virtue Flat Alternative (BA10-BA11) identified by IPC is located east of Baker City and the NHOTIC and crosses several active sage-grouse lek 2-mile buffer zones, designated ODFW Category 1 Habitat (see Figure 3.4-1). IPC had retained this alternative despite it crossing ODFW Category 1 Habitat due to local citizen interest in locating the route farther from the NHOTIC. IPC felt that an evaluation of the Virtue Flat Alternative in conjunction with the Proposed Route would allow for an analysis and balancing of recognized resource issues. The Virtue Flat Alternative is described in detail in the 2010 Siting Study, Section 4.2.4.

Surveys conducted during the 2010 field season found three additional active sage-grouse leks in the Virtue Flat vicinity with 2-mile buffer zones extending across the Virtue Flat Alternative. The potential for environmental impacts along this alternative, as compared with the Proposed Route, are significantly higher and concerns were raised by both BLM and ODFW during field visits. Therefore, despite continued public support for the Virtue Flat Alternative, it was eliminated from further consideration.

Powder River Alternative

BLM explored the possibility of a Powder River Alternative (BA1-CL6-UN10-CL8-BA12); a shift even farther east of the NHOTIC than the Virtue Flat Alternative, approximately 8 miles east, to a narrow slot between occupied lek buffers in the vicinity of Keating and the Powder River (Figure 3.4-2).

The Powder River Alternative is 40.7 miles long, crossing 7.5 miles of land managed by the BLM and 33.2 miles of privately owned land. The Powder River Alternative departs from the Proposed Route at

[2] Baker Resource Area. 2011. Draft Resource Management Plan and Environmental Impact Statement. Baker Field Office, Vale District. U.S. Department of the Interior, Bureau of Land Management. Available online at: http://www.blm.gov/or/districts/vale/plans/bakerrmp/draftrmp.php

MP 137.4 and proceeds easterly, crossing an existing 230-kV transmission line at approximately MP 0.4 before crossing from Baker County over the Powder River into Union County at approximately MP 1.1. The route passes about 0.5 mile north of the Thief Valley Reservoir, angles to the north of Fisk Reservoir across very rugged terrain, and proceeds across State Highway 203 at MP 9.9.

At MP 11.0, the Powder River Alternative proceeds south, passing approximately 1,500 feet to the east of the town of Medical Springs. At MP 15.0, the route crosses back into Baker County, passes west of Langrell Gulch and proceeds across the foothills of Sawtooth Ridge. Approximately one mile northeast of Table Mountain (MP 18.0), the route angles and continues to the southeast traversing very rugged terrain.

Between MP 23.0 and 27.0 the route passes approximately 0.8 mile east of the Clover Creek East Valley before crossing the Powder River, State Highway 86 and the Lower Powder Valley between MP 27.8 and 28.7. Proceeding southwesterly from MP 28.7, the route passes approximately 0.6 miles west of Love Reservoir (MP 33.0). At MP 34.9 the Power River Alternative angles south and proceeds in this direction to its intersection with the Proposed Route at MP 171.4.

Through discussions with the ODFW it became clear that the Powder River Alternative was located in an area considered to be prime habitat for the sage-grouse and therefore should not be disturbed by a new transmission corridor. Additionally, through public meetings and outreach it was clear that landowner opposition to a route in this location was extremely high. Therefore, the Powder River Alternative will not be studied in detail by the BLM in the EIS.

3.4.2 Burnt River Mountain Alternative

The BLM identified the Burnt River Mounatain Alternative in May 2012 to address sage-grouse core habitat and potential Golden Eagle nest issues along the Proposed Route between MPs 171.4 and 188.2 (see Figure 3.4-3). The Burnt River Mountain Alternative is 16.8 miles long, with 4.6 miles located on BLM-managed land and 12.2 miles on privately owned land.

The alternative departs from the Proposed Route at MP 171.4 where it it immediately angles to the south, across the existing IPC 138-kV and 69-kV transmission lines before crossing the Union Pacific Railroad, I-84, and an existing pipeline corridor. The Burnt River Mountain Alternative proceeds south across rangeland for the next few miles before traversing the western end of the Durkee Valley between MPs 6.7 and 7.0, having crossed the Burnt River at approximately MP 6.9.

At MP 8.0, the alternative angles to the east, passing south of Powell Creek Reservoir before proceeding easterly across the northern foothills of Gold Ridge. At MP 11.6, the Burnt River Mountain Alternative turns southeasterly and begins to parallel the existing 138-kV transmission line, offset approximately 200 feet to the west side. Passing approximately 0.5 mile west of the Ash Grove Cement Plant at MP 12.0, the route proceeds to cross the aggregate source area for the cement plant between MP 12.4 and MP 12.7 before proceeding across Shirttail Creek Road (MP 13.0) and Shirttail Creek (MP 13.4). At MP 15.7, the alternative angles easterly, crossing the Union Pacific Railroad, the Burnt River, I-84, and an existing pipeline before rejoining the Proposed Route near Weatherby at MP 188.2.

The BLM has maintained the Burnt River Mountain Alternative for detailed analysis in the EIS because it avoids impacts to core sage-grouse habitat and maximizes the use of public lands. See Appendix E, Table E-5 for a full comparison of resources crossed by this alternative relative to the comparable segment of the Proposed Route.

3.4.3 Elimination of Weatherby Alternative

The Weatherby Alternative (BA13-BA14-BA15) was developed in the event that the corresponding section of the Proposed Route proved infeasible due to construction or other engineering issues along I-84 and the east side of the Weatherby Mountains (Figure 3.4-4). Like the Proposed Route, the Weatherby

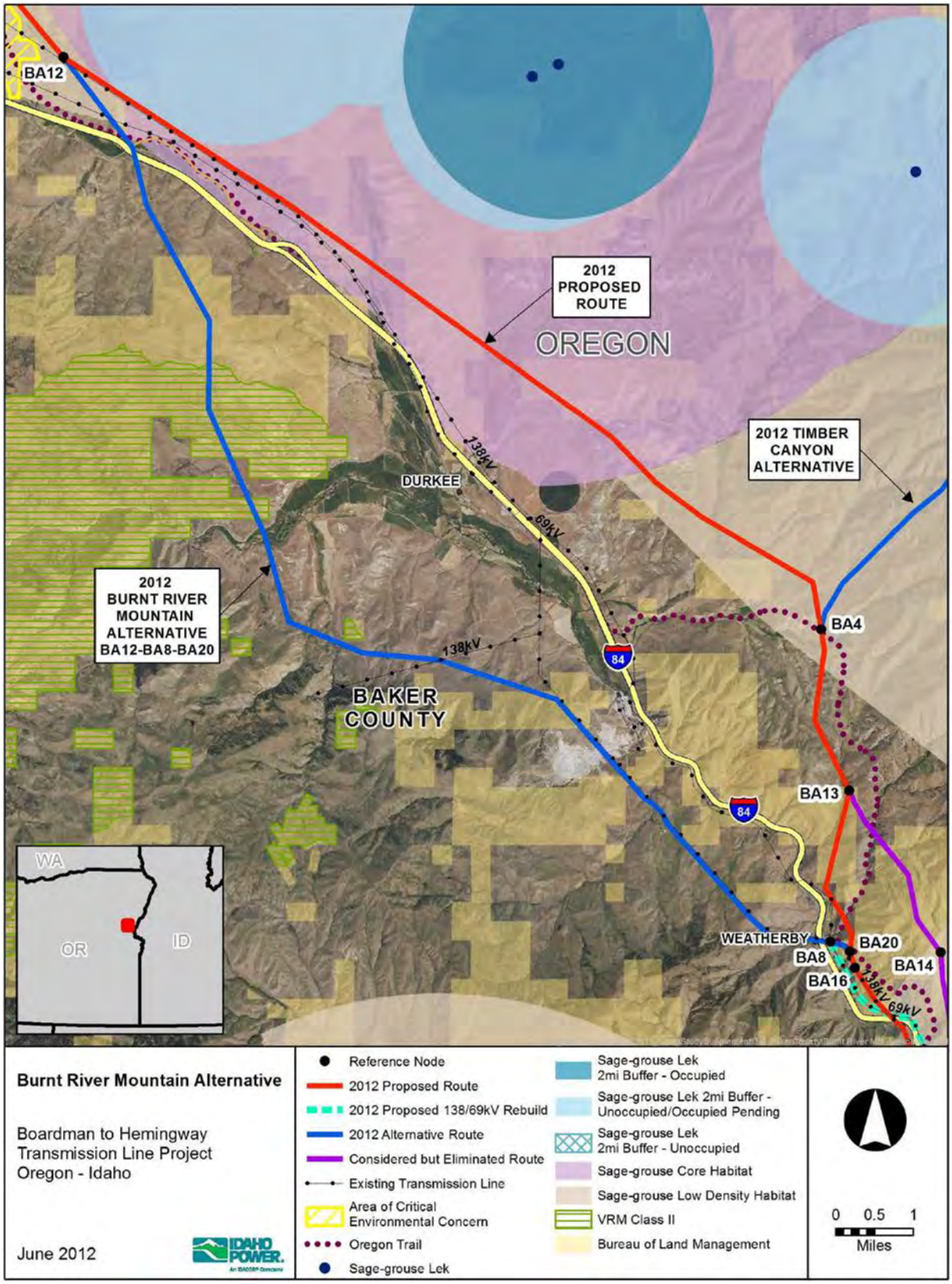

Figure 3.4-3. Burnt River Mountain Alternative

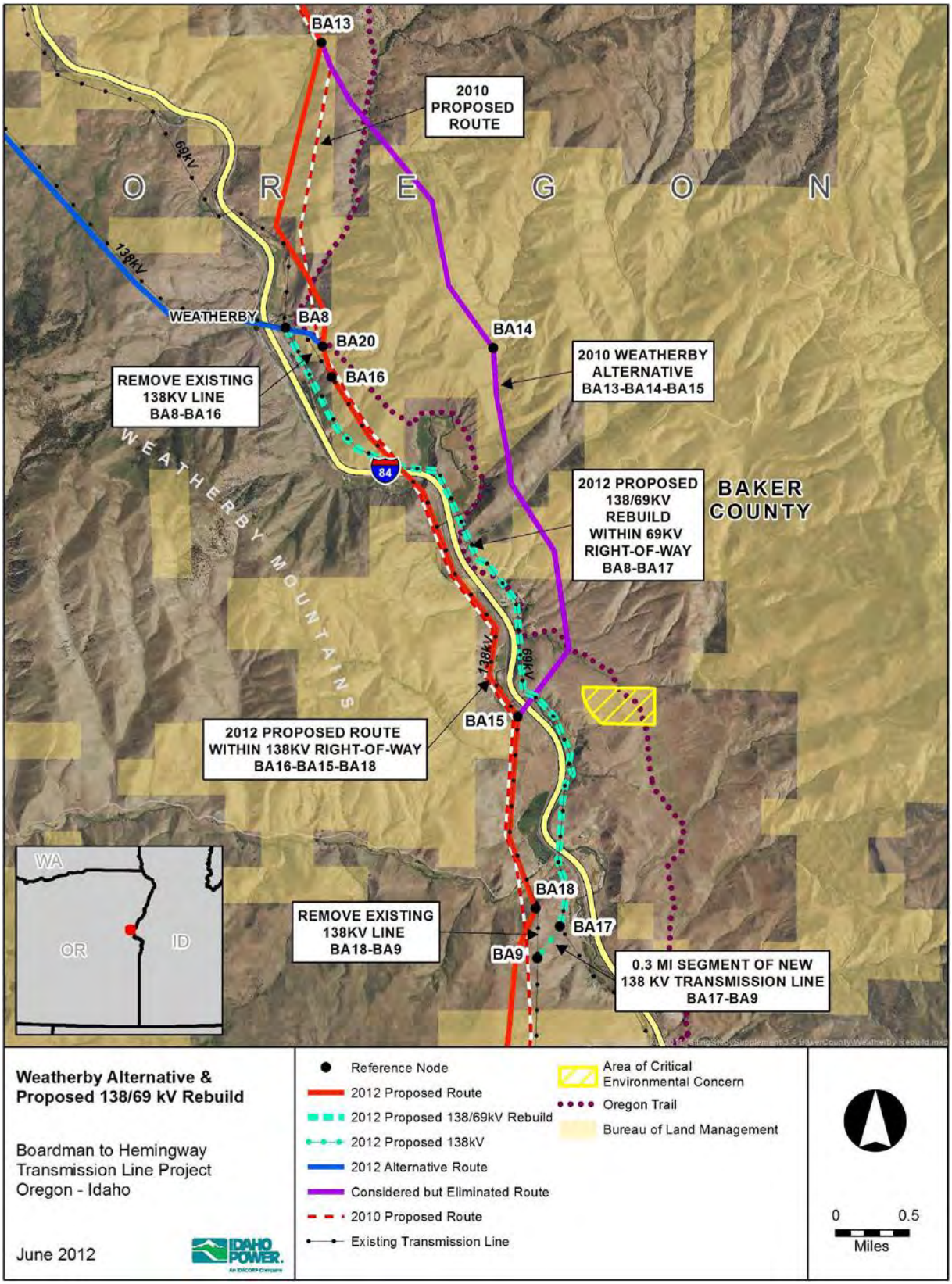

Figure 3.4-4. Weatherby Alternative and Proposed Route

Alternative crosses severe terrain with potential construction challenges. Because neither the Proposed Route nor the Weatherby Alternative resolved the terrain challenges of the area, IPC continued to analyze options in this vicinity. The Weatherby Alternative is described in detail in the 2010 Siting Study, Section 4.2.5.

Through continued route evaluation and engineering assessment, IPC developed a new option for passing through the Weatherby Mountain area. The Proposed Route in the 2010 Siting Study proceeded south from Weatherby, paralleling the east side of the existing IPC 138-kV transmission line for approximately one mile before crossing over the existing 138-kV and 69-kV transmission lines, the Burnt River, the Union Pacific Railroad, and I-84 and continuing south along the base of the Weatherby Mountains, parallel to the west side of the existing 138-kV line. IPC's current proposal locates the 500-kV transmission line within the ROW of the existing 138-kV transmission line for approximately 4.1 miles (BA16-BA18). Proceeding south from Weatherby, the Proposed Route follows the existing 138-kV ROW across the base of the Weatherby Mountains and over to the south side of Dixie Creek. The existing 138-kV line, along with the existing IPC 69-kV line, would be rebuilt as a double-circuit 138/69-kV line within the existing 69-kV ROW for a distance of approximately 5 miles (BA8-BA17). The rebuild will require an additional 0.3-mile segment of new 138-kV line (BA17-BA9) to be built to tie the line back into the existing 138-kV ROW and would require removal of approximately 0.8 mile of the existing 138-kV line between nodes BA8-BA16 and BA18-BA9.

IPC believes this rebuild option is the best solution from both an environmental permitting and engineering perspective, and no longer needs an alternative in the area, causing the Weatherby Alternative to be removed from further consideration.

3.4.4 Other Route Adjustments

In addition to the route changes discussed above, seven additional adjustments to the Proposed Route were adopted in Baker County as shown in Appendix C, Figures C-5 and C-6. They are:

- Between MPs 151 and 152 (ID 28), the Proposed Route was adjusted to avoid crossing an occupied sage-grouse lek 2-mile exclusion buffer.
- Between MPs 154 and 157 (ID 29), the Proposed Route was shifted to the east to reduce visbilty from the NHOTIC.
- Between MPs 158.5 and 164 (ID 31), the Proposed Route was shifted slightly east to improve constructability.
- Between MPs 165 and 168 (ID 32), the Proposed Route was shifted slightly to the north to improve crossing of an existing 69-kV transmission line and better utilize existing 138-kV transmission corridor.
- Between MPs 168 and 170 (ID 33), the Proposed Route was shifted south in response to landowner request to shift alignment farther from existing residence.
- Between MPs 180 and 183 (ID 35), the Proposed Route was shifted slightly west in response to landowner discussion concerning avoidance of natural amphitheater.
- Between MPs 186 and 187.5 (ID 36), the Proposed Route was shifted slightly west in response to landowner discussion.

These adjustments are now part of the 2012 Proposed Route, which will be studied in detail in the EIS.

3.5 Malheur County, Oregon

This section describes the evolution of the May 2012 routes in Malheur County. This discussion includes an evaluation of the alternative routes and river crossings. Key factors in evaluating the feasibility of

alternative routes in Malheur County were resource and terrain features at and surrounding the Owyhee River. Figure 3.5-1 shows proposed and alternative alignments in the vicinity of the Owyhee River including multiple resource management areas and terrain constructability concerns.Table 3.5-1 provides a comparison of the four river crossings that factored in to the siting discussion below.

Table 3.5-1. Comparison of Proposed and Alternative Routes in the Vicinty of the Owyhee River

Constraint	2010 POD Owyhee River Below Dam Alternative (miles)	2010 POD Proposed Route/Malheur A Alternative (miles)	Malheur S Alternative (miles)	2012 Proposed Route (miles)
Area of Critical Environmental Concern	2.9	2.4	1.3	0
Special Recreation Management Area	2.9	2.4	1.3	0
Vale District Utility Corridor	0.6	3.3	0	1.5
BLM Visual Resource Management Class II	2.8	2.3	1.5	0.5
Wilderness Characteristic Unit Meeting Wilderness Criteria	2.7	0	0	0
Suitable Wild and Scenic River: Recreation	0.5	1.1	1.0	1.0
West-wide Energy Corridor	0.7	0.8	0	0

3.5.1 Development of the 2012 Proposed Route

In Malheur County, irrigated agricultural fields and EFU zoned lands were and continue to be primary concerns of the county stakeholders. The 2010 Proposed Route (CL9-MA14-MA15-MA8-MA6-MA9-MA11-MA5-CL10) through Malheur County resulting from the CAP addressed these concerns. The Proposed Route entered Malheur County from Baker County and angled west and then south around agricultural fields, thereby minimizing the crossing of EFU-zoned lands and maximizing the use of public lands. The route turned southeasterly in the vicinity of Grassy Mountain and began paralleling the existing Summer Lake to Midpoint 500-kV transmission line east into Idaho and along to the Hemingway Substation (see Figure 3.5-2).

Subsequent engineering analyses found that the 2010 Proposed Route at the Owyhee River crossing/crossing of the Owyhee River Below Dam ACEC/Special Recreation Management Area (SRMA) (see Figure 3.5-1 [A]) could not be substantially located within the utility corridors along the existing Summer Lake to Midpoint 500-kV transmission line designated by the U.S. Department of Energy (West-wide Energy Corridor) and the BLM (Vale District Utility Corridor) due to electrical separation requirements and terrain factors.

Then in late 2010, the Vale District of the BLM conducted a Wilderness Characteristics Inventory for the Malheur Resource Area. Results of this inventory revealed that several miles of the 2010 Proposed Route in Malheur County crossed lands identified as meeting wilderness characteristics criteria (MA8-MA6, Figure 3.5-3). Also, a comment was received during the scoping period suggesting the use of an alternate segment of the Vale District utility corridor located north and east of the 2010 Proposed Route.

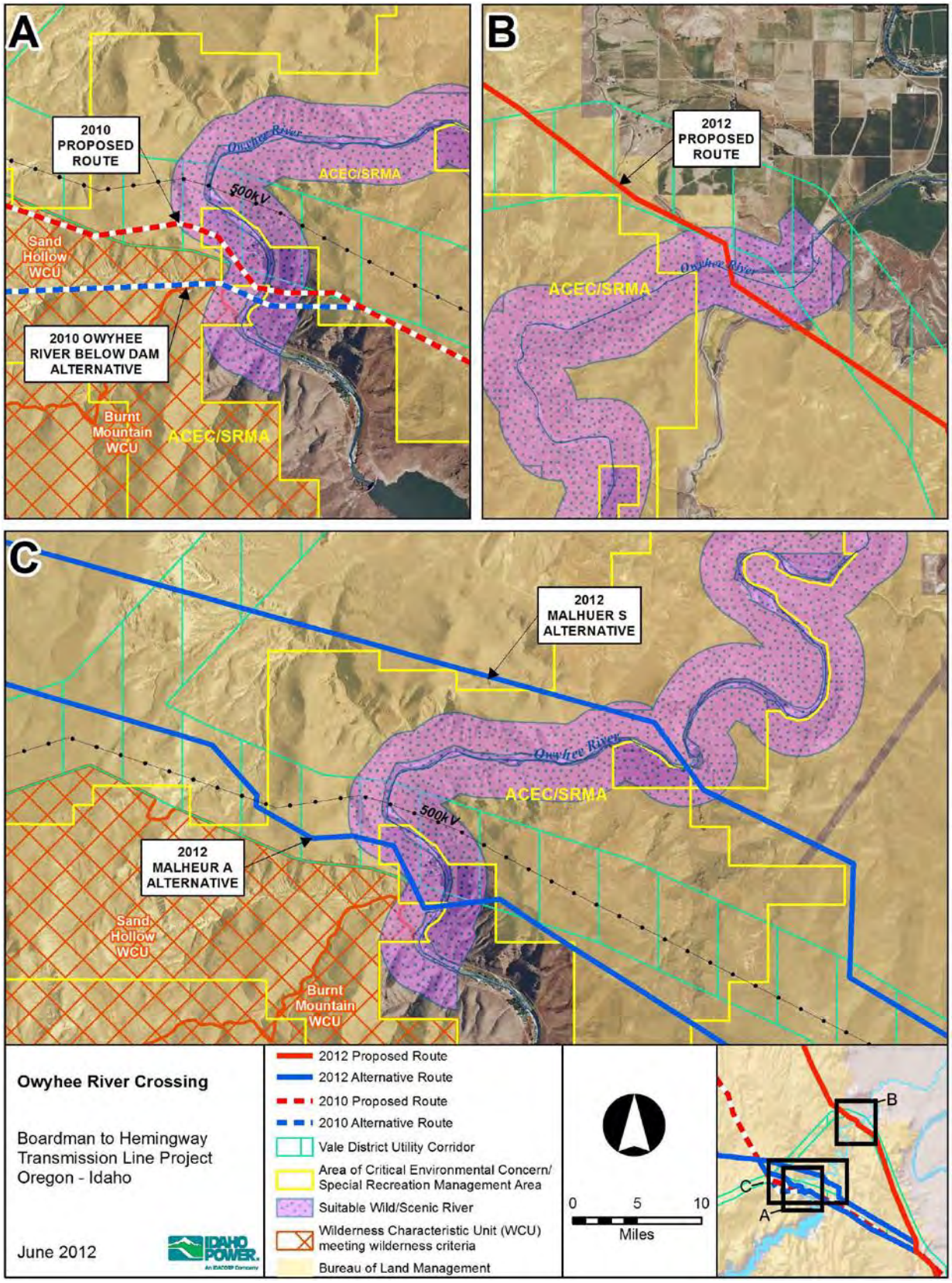

Figure 3.5-1. Owyhee River Crossings

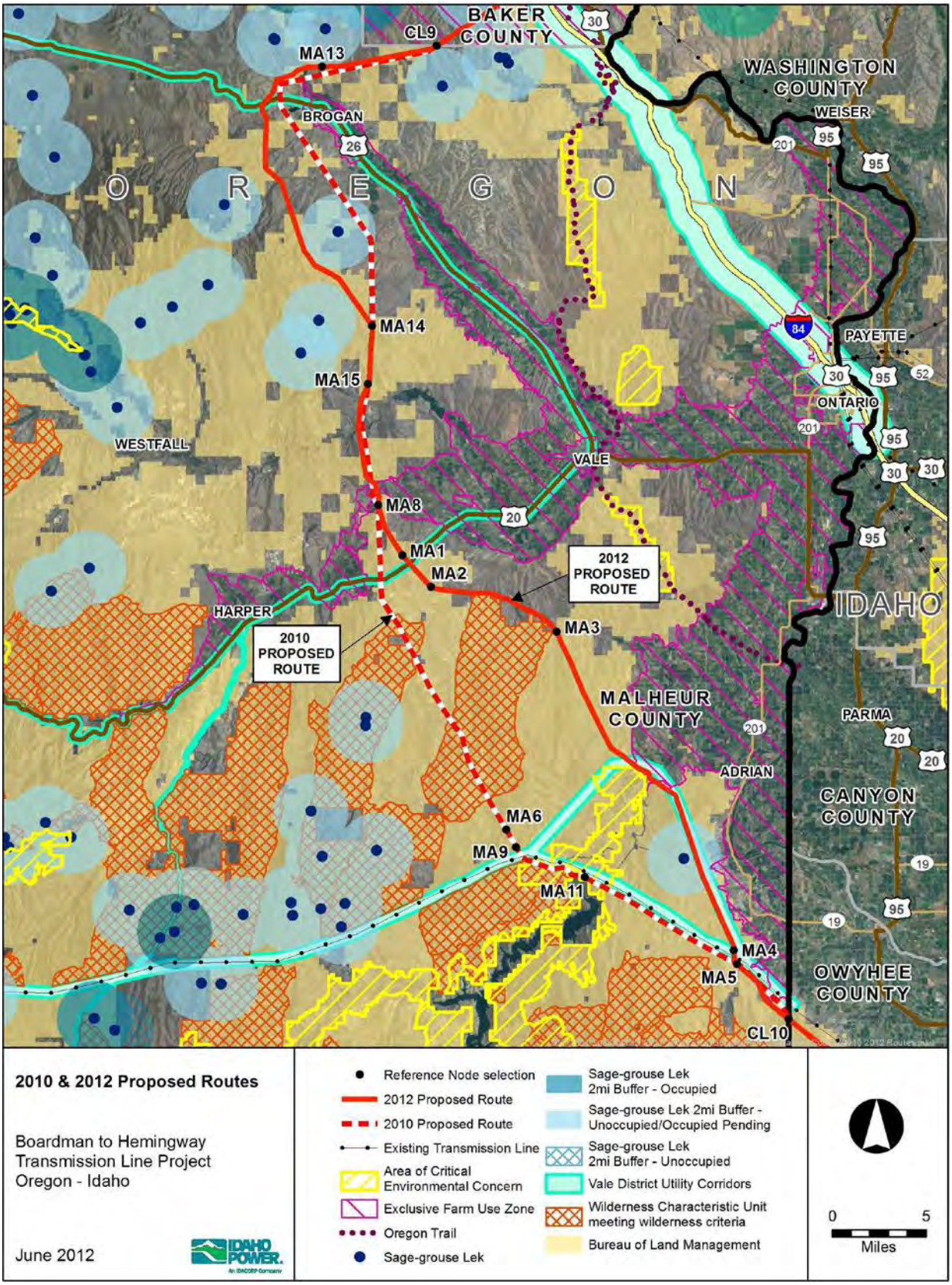

Figure 3.5-2. 2010 and 2011 Proposed Route Changes

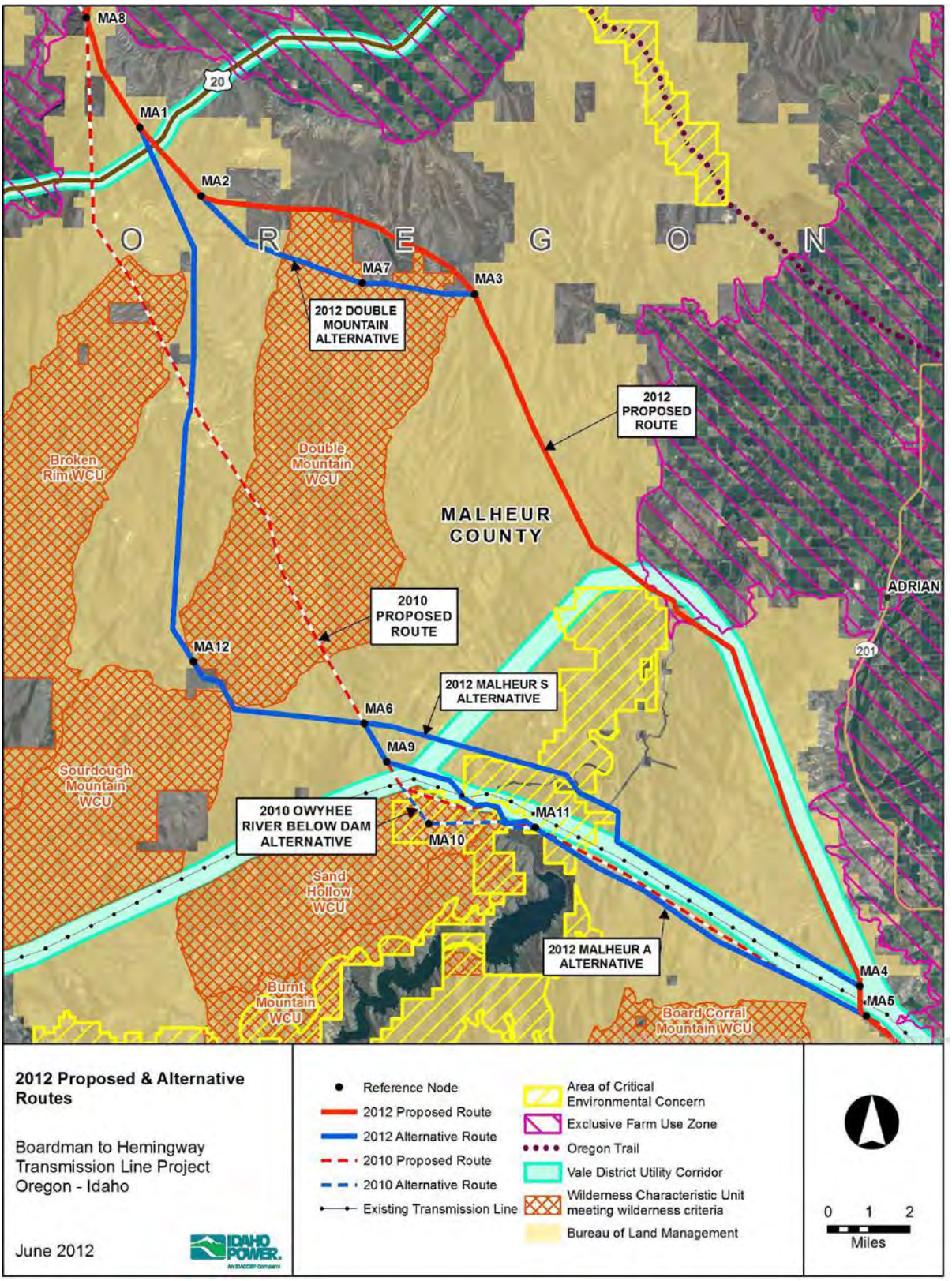

Figure 3.5-3 Proposed Route, Malheur A and S Alternatives, and Wilderness Characteristic Areas

After analyzing the factors described above, IPC decided to evaluate a new route east of the 2010 Proposed Route between nodes MA8 and MA5 that utilized part of the alternate segment of the BLM utility corridor. This new route segment avoids the ACEC/SRMA at the Owyhee River (see Figure 3.5-1 [B]) and lands with wilderness characteristics, follows the utility corridor, and meets engineering requirements. A one-mile segment of the route in the vicinity of the Owyhee River crossing is located outside of the Vale District Utility Corridor. This decision to deviate from the designated corridor was an attempt to balance several resource issues. The actual Owyhee River crossing occurs outside the Vale District Utility Corridor in order to avoid crossing EFU-zoned private lands, remaining on public, EFU-zoned, though inactively farmed, lands. For these reasons, IPC adopted this route segment as the new (2012) Proposed Route alignment (CL9-MA13-MA14-MA15-MA8-MA1-MA2-MA3-MA4-MA5-CL10).

3.5.2 Elimination of Owyhee River Below Dam Alternative

The Owyhee River Below Dam Alternative (Figure 3.5-1 [A] or Figure 3.5-3) was a 3.9-mile segment described in detail in Section 4.2.6 of the 2010 Siting Study that provided an alternate location for the approach to and crossing of the Owyhee River. Such an alternative was needed because, as discussed in Section 3.5.1, the 2010 Proposed Route presented serious engineering and constructability challenges at its crossing of the Owyhee River. Once the results of the Vale District BLM's wilderness characteristic inventory came out in late 2010, it became clear that this alternative was no longer a viable option. The BLM had found the Sand Hollow and Burnt Mountain Wilderness Units to meet wilderness criteria, essentially designating these areas as exclusion areas from a permitting perspective. The Owyhee River Below Dam Alternative crossed both of these units and, as a result, this alternative was eliminated from further study.

3.5.3 Double Mountain Alternative

To maximize the use of public land in Malheur County, IPC developed the Double Mountain Alternative (MA2-MA7-MA3), a 7.4-mile-long alternative located entirely on BLM-managed land. Although the alternative crosses the northern extreme of the Double Mountain Wilderness Characterisitic Unit, it avoids private range and farmland to the northeast. Figure 3.5-4 shows the 2012 Proposed Route and the Double Mountain Alternative.

The Double Mountain Alternative leaves the Proposed Route at MP 244.9 and proceeds southeast across Sand Hollow and an unnamed road at MP 1.5. At MP 1.6 the alternative angles easterly, crosses Rock Canyon between MPs 2.3 and 2.7, and passes north of Bentonite Spring. The alternative then crosses three unnamed roads (MPs 3.7, 5.5, and 5.7) before proceeding across Twin Spring Road at about MP 7.2, an unnamed road, and Cow Hollow to rejoin the proposed route at approximately MP 252.3.

This alternative was retained for detailed analysis because it crosses 6.2 fewer miles of private land, which is an important and significant public concern in Malheur County. See Appendix E, Table E-6 for a full comparison of resources crossed by the Double Mountain Alternative relative to the comparable segment of the Proposed Route.

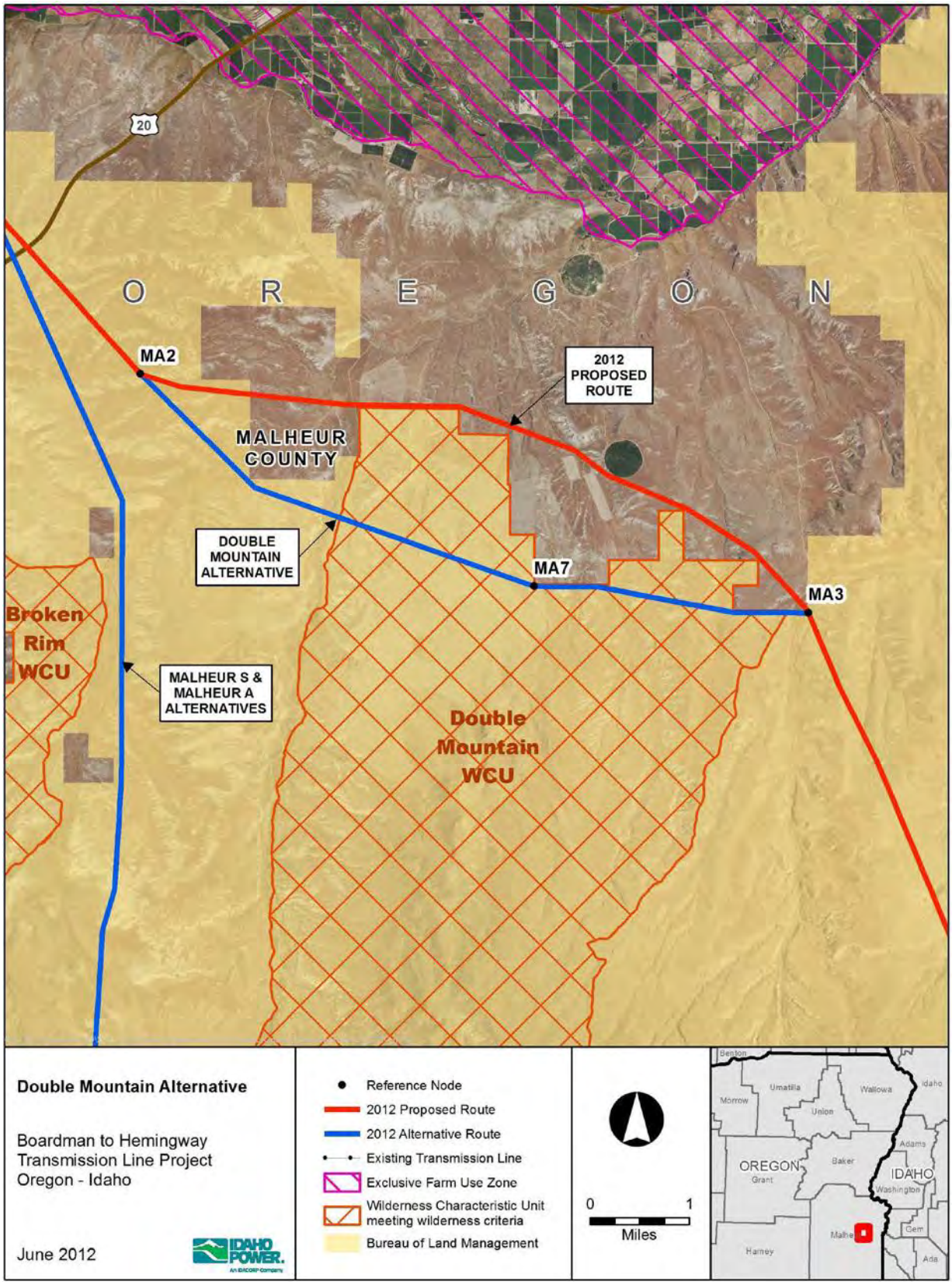

Figure 3.5-4. Double Mountain Alternative

3.5.4 Malheur S Alternative

While IPC adopted a new Proposed Route alignment in Malheur County, it also designated an alternative route called the Malheur S Alternative (MA1-MA12-MA6-MA4-MA5) as shown in Figure 3.5-3. The Malheur S Alternative was sited to maintain an alternative that adhered to the conceptual routes developed during the CAP in this vicinity. The Malheur S Alternative resembles the abandoned segment of the 2010 Proposed Route but avoids wilderness characteristic units meeting wilderness criteria and crosses the Owyhee River to the north of the existing PacifiCorp Summer Lake to Midpoint 500-kV transmission line. The alternative crosses 32.5 miles of BLM-managed land, 0.1 mile of Bureau of Reclamation–managed land, and 1.1 miles of private land.

The Malheur S Alternative departs from the 2012 Proposed Route at MP 242.6 near Vines Hill along U.S. Highway 20 and heads south, passing to the east of the Broken Rim Wilderness Characteristic Unit before turning east and snaking between the Double Mountain and Sourdough Mountain Wilderness Characteristic Units (all found to meet wilderness criteria). The Malheur S Alternative proceeds to the east across the northern end of Grassy Mountain and over the Owyhee River. The Owyhee River is crossed approximately 5 miles downstream from the Owyhee Dam at MP 23.9. In crossing the Owyhee River, the alternative traverses 1.3 miles of the Owyhee River Below the Dam ACEC and SRMA between MPs 22.7 and 24.0.

At MP 25.3, the Malheur S Alternative turns south to join in corridor with the existing 500-kV transmission line. Entering the Vale District utility corridor at MP 25.8, this alternative parallels or is within a West-wide Energy corridor for the next approximately 8 miles. From MP 25.9 to MP 29.6, the Malheur S Alternative parallels the northeast side of the West-wide Energy corridor and from MP 29.6 to its intersection with the Proposed Route it is located within the West-wide Energy corridor.

The Malheur S Alternative was sited with the intention of following the existing 500-kV corridor and making use of the Vale District BLM-designated utility corridor. Therefore, crossing the Owyhee River Below the Dam ACEC/SRMA and a segment of the Wild and Scenic River suitable for recreation designation are unavoidable.

The Malheur S Alternative when compared to the corresponding segment of the Proposed Route was retained for detailed study because it:

- Provides a public land alternative to the Proposed Route,
- Crosses 5.3 fewer miles of private land,
- Avoids EFU-zoned lands, and
- Is similar to the 2010 Proposed Route, but avoids wilderness characteristic areas.

For a complete comparison of resources crossed by the Malheur S Alternative and the comparable segment of the Proposed Route, see Appendix E, Table E-7.

3.5.5 Malheur A Alternative

The BLM identified the Malheur A Alternative in early 2011 after learning of IPC's decision to move a segment of the Proposed Route to the east and cross the Owyhee River along the northern boundary of the Owyhee River Below the Dam ACEC. The Malheur A Alternative is coincident with the Malheur S Alternative until MP 18.4 and from that point until the alternative meets with the 2012 Proposed Route, follows a very similar alignment to the 2010 Proposed Route. At MP 18.4, the Malheur A Alternative turns southeasterly and angles across the Summer Lake to Midpoint 500-kV transmission line before crossing the Owyhee River and paralleling the 500-kV line along its south side (MA1-MA12-MA6-MA9-MA11-MA5).

The Malheur A Alternative is 33.2 miles long and is located almost entirely on BLM-managed land, with 0.4 mile located on Bureau of Reclamation–managed lands and 1.5 miles located on private land. The vast majority of this alternative route traverses large tracts of severe topography, rangeland, and sagebrush with very little or no development. In addition to skirting the wilderness characteristic units mentioned above, the Malheur A Alternative passes along the northern end of the Sand Hollow, Burnt Mountain, and Board Corral Mountain Wilderness Characteristic Units, which were all found to meet wilderness criteria.

At MP 18.4, the Malheur A Alternative angles to the south and enters the Vale District utility corridor at MP 19.9, crossing to the south side of the existing 500-kV line at MP 21.6. At MP 24.0 the alternative exits the utility corridor but parallels its south side for the next 9.2 miles to where the alternative joins with the Proposed Route at MP 273.1. Between MP 18.4 and 33.2, the Malheur A Alternative is located within a West-wide Energy Corridor for 3.4 miles and parallel to it for much of the other 14.8 miles. The alternative crosses the Owyhee River at MP 23.3 approximately 1.8 miles south of the Owyhee Dam (see Figure 3.5-1 [C]). The Owyhee River Below the Dam ACEC/SRMA is crossed by this alternative for a total of 2.4 miles between MP 21.7 and MP 25.0.

Like the Malheur S Alternative, the Malheur A Alternative was sited with the intention of following the existing 500-kV transmission corridor and utilizing the Vale District Utility Corridor. For this reason, crossing the Owyhee River Below the Dam ACEC/SRMA and the Wild and Scenic River suitable for recreation designation are unavoidable. The Malheur A Alternative when compared to the corresponding segment of the Proposed Route was retained for detailed study because it generally follows the original CAP-identified alignment with adjustments made to avoid wilderness characteristic units. For a comparison of resources crossed by the Malheur A Alternative, the Malheur S Alternative, and the comparable segment of the Proposed Route, see Appendix E, Table E-7.

3.5.6 Malheur Sage-grouse Alternatives

The Willow Creek Alternative, the Brogan Alternative, and the Tub Mountain South Alternative in northern Malheur County have been sited and analyzed due to sage-grouse lek and core habitat issues along the 2012 Proposed Route.

3.5.6.1 Willow Creek Valley Alternative

The Willow Creek Alternative was sited by IPC in late 2011 after meetings with ODFW revealed a potential issue along the Proposed Route. Between MPs 200.4 and 203.7, the Proposed Route crosses the occupied Trail Gulch sage-grouse lek's associated 2-mile exclusion buffer. Initial siting analysis indicated that existing terrain in the area would screen visibility of the 500-kV towers within the 2-mile lek buffer and therefore not expose the sage-grouse to potential predators who may perch on the lattice towers. ODFW expressed concern that the location of the Proposed Route was cutting across core sage-grouse habitat with active leks along the north and south sides of the proposed route. It was explained that the placement of the route not only negatively impacts the Trail Gulch lek but would bisect prime breeding grounds and habitat for the species and an alternative location should be considered.

The Willow Creek Alternative is 24.6 miles long, with 11.3 miles located on BLM-managed land and 13.3 miles on privately owned land. While part of the alternative still lies within core sage-grouse habitat, the active leks are all north of the route (see Figure 3.5-5). The Willow Creek Alternative leaves the Proposed Route at MP 199.4, approximately 2.5 miles west of Huntington. Proceeding south, the route crosses Durbin Creek at MP 1.0 before passing east of Lost Tom Mountain and across Benson Creek (MP 2.3). Continuing south, the alternative leaves Baker County and enters Malheur County (MP 3.8)

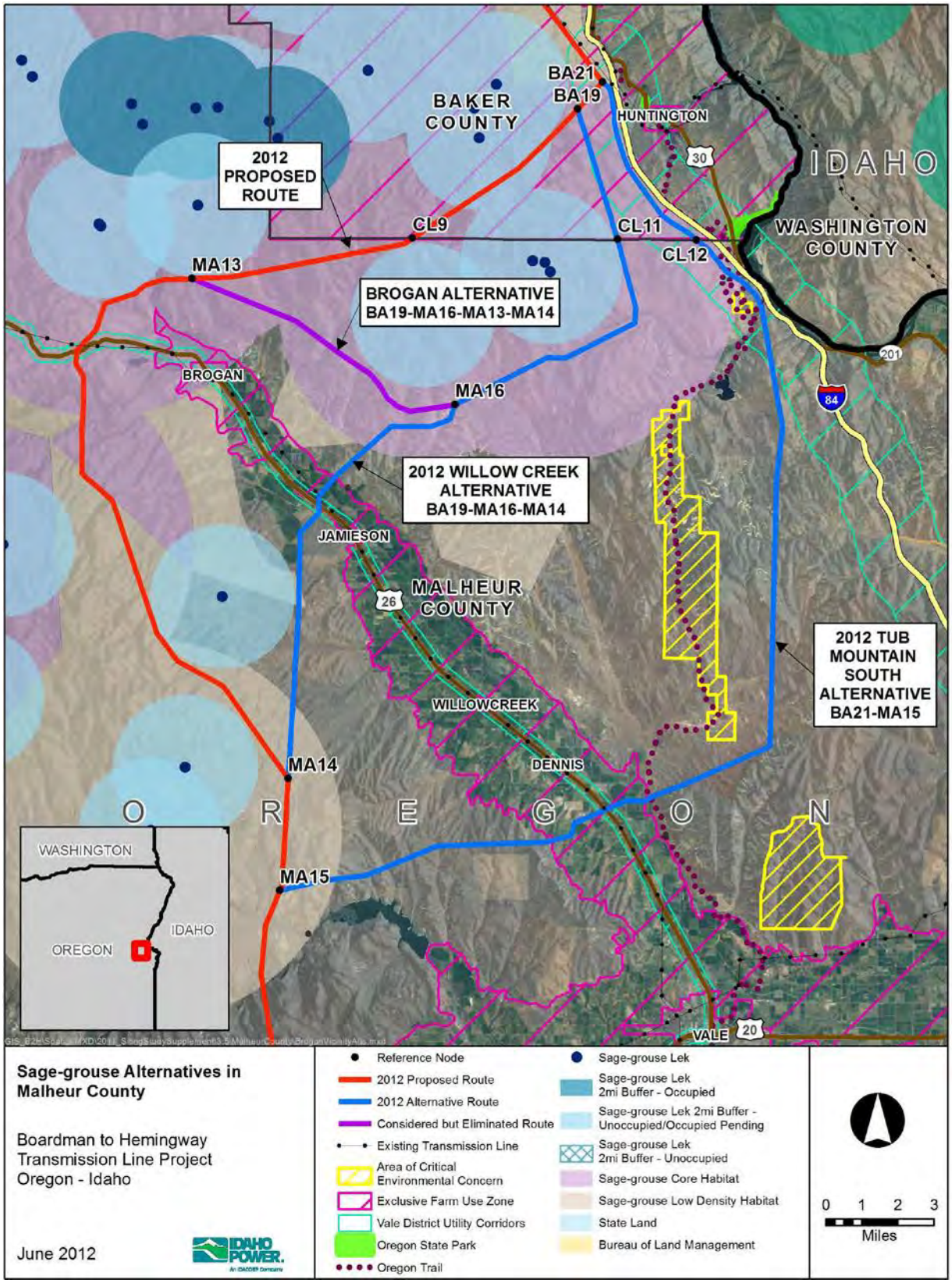

Figure 3.5-5. Sage-grouse Alternatives in Malheur County

where it angles around the east side of Striped Mountain. At MP 5.9, the alternative crosses Birch Creek and then at MP 6.2 angles and proceeds in a southwest manner, passing south of McDowell Butte Reservoir (MP 8.7), across Dry Gulch and Mud Spring (MP 10.5), and over Stone Quarry Gulch (MP 13.4) to MP 13.7.

At MP 15.8, the Willow Creek Alternative enters the Willow Creek Valley, which is zoned EFU and heavily farmed. Proceeding southwest and spanning across irrigated agricultural fields and the Vale Oregon Canal, the alternative angles due south at approximately MP 16.5 and continues across U.S. Highway 26 (MP 16.8) to MP 17.0 where it then angles to the southwest between center pivot irrigation fields. At the closest point, the alternative is approximately one mile northwest of the community of Jamieson.

Southwest of the Willow Creek Valley, the alternative proceeds south across Poison Creek, Turner Creek, and the North and South Fork Little Willow Creeks. The Willow Creek Alternative then passes east of Morrison Reservoir and west of Hope Flat before joining with the Proposed Route at approximately MP 229.6, about 1.3 miles northwest of Hope Butte.

The Willow Creek Alternative, when compared to the corresponding segment of the Proposed Route, was retained for detailed study because it:

- Avoids crossing occupied Sage-grouse lek's associated 2-mile buffer, and
- Crosses 4.9 fewer miles of sage-grouse core habitat

For a complete comparison of resources crossed by the Willow Creek Alternative relative to the comparable segment of the Proposed Route, see Appendix E, Table E-8.

3.5.6.2 Brogan Alternative

A key disadvantage of the Willow Creek Alternative is the crossing of actively farmed cropland and EFU-zoned land in the Willow Creek Valley. Recognizing this, IPC briefed Malheur County officials and the Stop Idaho Power group as well as held a public meeting in Brogan to present the Willow Creek Alternative to the public. One objective of the public meeting was to determine an optimum alignment across the actively farmed valley that would minimize agricultural impacts.

The only route suggestion received from meeting participants was to entirely relocate the Willow Creek Alternative out of EFU and agricultural land. As conceived by public meeting attendees, the Brogan Alternative (BA19-CL11-MA16-MA13-MA14) is shown on Figure 3.5-5 as a conceptual route. The Brogan Alternative deviates from the Willow Creek Alternative at MP 11.7, turns northwest and proceeds for about 8.5 miles before joining with the Proposed Route alignment at MP 211.5.

Based on the additional 8.1 miles of length and associated impact of the Brogan Alternative relative to the Proposed Route, and additional 13.7 miles relative to the Willow Creek Alternative, the Brogan Alternative was eliminated from further detailed study. See Table 3.5-2 below for a comparison of the three routes between common points BA19 and MA14.

Table 3.5-2. Comparison of Alternatives in Brogan Vicinity

Resource Name	Proposed Route BA19-CL9-MA13-MA14	Willow Creek Alternative BA19-MA16-MA14	Brogan Alternative BA19-MA16-MA13-MA14
	Length in Miles		
Total Length	**30.2**	**24.6**	**38.3**
ODFW Sage-grouse Habitat: Core Area	19.6	14.7	27.6
ODFW Sage-grouse Habitat: Core Area Low Density	10.6	2.7	10.6
ODFW Sage-grouse Lek 2-mile Buffer (OR 2011): Occupied Pending	3.2	0.0	0.0
Exclusive Farm Use Zone/Multiple Use Range Zone	5.9	4.7	3.8
USDA Irrigated Cropland	0.0	2.0	0.1
Within 0.5 miles of Residence (Desktop Analysis)	0.0	2.2	0.0
Vale District Utility Corridor	0.7	2.5	2.8
Bureau of Land Management	16.3	11.3	28.3
Private Land	11.0	13.3	10.0
State Land	3.0	0.0	0.0

3.5.6.3 Tub Mountain South Alternative

The BLM identified the Tub Mountain South Alternative in May 2012 to address avoidance of ODFW designated core sage-grouse habitat. While the Willow Creek Alternative described in Section 3.5.6.1 above avoids crossing 2-mile sage-grouse lek exclusion zones it does cross within the boundary of the core area habitat. The Tub Mountain South Alternative skirts the perimeter of the core sage-grouse habitat and does not impact any sage-grouse lek sites. The Tub Mountain South Alternative is 34.7 miles long, with 25.6 miles located on BLM-managed lands and 9.1 miles located on privately owned lands.

The alternative angles southeast away from the Proposed Route at MP 198.4, approximately 2 miles northwest of Huntington. The alternative proceeds south along the west side of I-84, crossing Durbin Creek and Durbin Creek Road at MP 1.5. At MP 3.6, the alternative crosses Benson Creek before crossing Chicken Creek and Benson Creek Road at MP 4.1 and entering into Malheur County at MP 5.3. The Tub Mountain South Alternative then crosses three segments of the Oregon Trail between MPs 6.3 and 7.0. Near MP 7.8, the alternative passes within 0.2 mile of the Birch Creek Oregon Trail ACEC before crossing Birch Creek and another segment of the Oregon Trail.

The alternative proceeds south for the next 12 miles, crossing Pine Tree Ridge, passing west of Moores Hollow Reservoir, east of Alkali Reservoir, west of Long Draw Reservoir and over Alkali Gulch to MP 20. Between MPs 10.7 and 20, the alternative passes approximately 2 miles east of the Tub Mountain Oregon Trail ACEC. At MP 20.2, the route angles to the southwest and proceeds across the Oregon Trail at MP 23.8. Between MPs 24 and 27, the alternative angles across the irrigated agricultural fields in the Willow Creek Valley, crossing U.S. Highway 26 at MP 25.1.

Proceeding west from MP 27, the Tub Mountain South Alternative passes north of the Bully Creek Reservoir near MP 32 before joining with the Proposed Route just north of Coyote Springs at MP 232.7.

The BLM has maintained the Tub Mountain South Alternative for detailed analysis in the EIS because it avoids impacts to core sage-grouse habitat. For a complete comparison of resources crossed by the Tub Mountain South Alternative relative to both the Willow Creek Alternative and the comparable segment of the Proposed Route, see Appendix E, Table E-8.

3.5.7 Other Route Adjustments

Several additional adjustments to those described in the preceding sections were made to the Proposed Route in Malheur County. Appendix C, Figure C-7 calls out two locations where the centerline was shifted, ID 40 and ID 41. ID 40 identifies a location where the route was shifted for the following reasons: to avoid crossing an occupied sage-grouse lek's associated 2-mile buffer; to respond to landowner discussions; and to improve constructability across the canyon crossing. ID 41 was a shift of the proposed alignment to the west to avoid crossing a 2-mile lek buffer associated with a new lek identified during 2011 field surveys. ID 44, as shown on Figure C-8 in Appendix C, was a route adjustment made to improve constructability, while ID 45 was a realignment to avoid sensitive resources near the Malheur River. ID 51, shown on Figure C-10 in Appendix C, was an adjustment made to avoid crossing EFU-zoned lands.

3.6 Owyhee County, Idaho

The Proposed Route in Owyhee County is 23.8 miles long, with 19.6 miles located on BLM-managed lands, 2.5 miles on Idaho state lands, and 1.8 miles on privately owned land. The route follows the southwest side of the existing Summer Lake to Midpoint 500-kV line except for the last 2.7 miles. This route has had considerable input from Owyhee County, Idaho Department of State Lands, and the local citizens and there has been no need to develop any alternatives along this portion of the route.

3.6.1 Other Route Adjustments

Appendix C, Figure C-10 compares the 2010 Siting Study Proposed Route with the 2012 Proposed Route in Owyhee County. ID 52, between MPs 281 and 285, identifies a location where the route was shifted south to avoid private land and maintain Western Electricity Coordinating Council electrical offset requirements. ID 53 identifies a shift in the alignment north between MP 286 and 289.5. This request was made by the Idaho Department of State Lands to decrease the separation between the existing 500-kV line and new proposed 500-kV line across their land.

4 ALTERNATIVES IDENTIFIED FOR DETAILED ANALYSIS IN THE NEPA EIS AND EFSC APPLICATION FOR SITE CERTIFICATION

Based on the results of agency scoping, further stakeholder consultation, including landowners, and ongoing engineering analysis, the substations and alternative routes listed in Table 4-1 were identified by BLM and IPC for detailed analysis in the EIS

Table 4-1. Proposed and Alternative Routes and Substations

Appendix D Figure	County	Designation	Reference Nodes for Siting Study Supplement	NEPA Route Status	EFSC Corridor Status
D-2	Morrow	Grassland Substation	MO1	Proposed Substation	Proposed Substation
D-2	Morrow	Longhorn Substation	MO4	Alternative Substation	Alternate Substation
D-2	Morrow	Horn Butte Substation	MO2	Alternative Substation	Alternate Substation
D-2	Morrow	Proposed Route	MO1-MO2-MO3-CL1; CL2-CL3	Proposed Route	Proposed Corridor
D-2	Morrow	Longhorn Alternative	MO4-MO3	Alternative Route	Alternate Corridor
D-2	Morrow	Horn Butte Alternative	MO2-MO3	Alternative Route	Alternate Corridor
D-3	Umatilla	Proposed Route	CL1-CL2; CL3-UM1-CL4	Proposed Route	Proposed Corridor
D-4	Union	Proposed Route	CL4-UN4-UN6-UN1-UN3-UN12-UN7-UN9-CL5	Proposed Route	Proposed Corridor
D-4	Union	Glass Hill Alternative	UN1-UN2-UN3	Alternative Route	Alternate Corridor
D-4/D-5	Union/Baker	Timber Canyon Alternative	BA1-CL6-CL7-BA4	Alternative Route	NA
D-5	Baker	Proposed Route	CL5-BA1-BA2-BA10-BA3-BA11-BA12-BA4-BA13-BA20-BA16-BA15-BA18-BA21-BA19-CL9	Proposed Route	Proposed Corridor
D-5	Baker	Proposed 138/69kV Rebuild	BA8-BA17	Proposed Route	Proposed Corridor
D-5	Baker	Flagstaff Alternative including 230kV Rebuild	BA2-BA5-BA3; BA6-BA7	Alternative Route	Alternate Corridor
D-5	Baker	Burnt River Mountain Alternative	BA12-BA20	Alternative Route	NA
D-5/D-6	Baker/Malheur	Tub Mountain South Alternative	BA21-CL12-MA15	Alternative Route	NA
D-5/D-6	Baker/Malheur	Willow Creek Alternative	BA19-CL11-MA16-MA14	Alternative Route	Alternate Corridor
D-6	Malheur	Proposed Route	CL9-MA13-MA14-MA15-MA8-MA1-MA2-MA3-MA4-MA5-CL10	Proposed Route	Proposed Corridor
D-6	Malheur	Double Mountain Alternative	MA2-MA7-MA3	Alternative Route	Alternate Corridor
D-6	Malheur	Malheur S Alternative	MA1-MA12-MA6-MA4-MA5	Alternative Route	Alternate Corridor
D-6	Malheur	Malheur A Alternative	MA1-MA12-MA6-MA9-MA11-MA5	Alternative Route	NA
D-7	Owyhee	Proposed Route	CL10-OW1	Proposed Route	NA
D-7	Owyhee	Hemingway Substation	OW1	Existing Expansion	NA

APPENDIX A
2008 and 2010 Scoping Comments

Original Seq. Cmt. No.	Comments Response to 2008 Scoping Process						Comment Type	Accounted for in IPC Siting Study		EIS Recommendation	Comment
	2008 Letter Number	Date Letter Received	Commenter	Comment	Scoping Letter Comment Number	Scoping Comment Category	*Routing, Structure, Energy, General*	Associated With Route Identified Below	Further Discussion in Siting Study Section(s) Identified Below		
110	10411	12/3/2008 0:00	JOHN COLLIER WILLIAMS	T3S R37E The proposed route visually violates a broad expanse of otherwise pristine landscape. The resulting visual pollution will greatly diminish the featured pristine serenity which is the hallmark or our recreational endeavors. We would much perefer to see the new power-line situated on the existing right-of-way, which crosses our property at the northern extent.	1	30	Routing	Most Closely Associated with Siting Study Figure 4-1, Glass Hill Alternative Region	3 Siting	Analyze Optimized Proposed and Alternative Routes in Glass Hill Area	Suggest IPC follow up; 12-6 Route bisects commenter's parcel.
114	10417	12/3/2008 0:00	GARTH FULLER	With collaboration from state, fedeml, and private partners and experts, The Conservancy has completed Ecoregional Assessments for the states of Idaho, Wyoming and Oregon. The portfolio of conservation sites ideotified in the Blue Mountains and Columbia Plateau Ecoregional Assessments (within which the proposed project falls) represent areas that optimize the conservation potential of species and habitats that are considered at risk hy the State Heritage Program, Oregon Department of Fish and Wildlife (ODFW), the Bureau of Land Management (BLM), u.S. Forest Service (USFS), and the U.S. Fish and Wildlife Service (USFWS). Avoiding or minimizing impacts on these sites will contribute to the persistence of these imperiled species and habitats. The Conservancy in Oregon can provide the GIS and summaries of the associated conservation data to the project team, and would be happy to meet with the BLM, Oregon Department of Energy and Idaho Power to interpret and discuss key findings and any implications they may have on the proposed project.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Structure Section in EIS	Suggest IPC Follow-up
115	10417	12/3/2008 0:00	GARTH FULLER	If the substation was relocated east or west along the existing transmission grid, it would help to avoid many of the potential cumulative impacts on the Boardman Conservation Area, the NWSTF, three RNAs, and associated species and habitats.	5	30	General	NA	2 Approach to Siting	Address in Alternatives Structure Section in EIS	Suggest IPC Follow-up
210	11628	1/9/2009 0:00	CHRISTOPHER HEFFERNAN	We have sufficient acres to facilitate this project without going on to the farm ground (see attached water rights map) and are willing to work with you on this to develop a plan that works for all of us.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 24, Proposed Route MP 132-134	4.1 Proposed Route Description by County	No Further Action (NFA)	Suggest IPC follow up
1	6280	11/10/2009 0:00	FRED GENTILE	Stick to your original proposal of the Interstate 84 corridor. It is the only route that makes sense or better yet, run the transmission line primarily in your state-Idaho.	1	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes S18, S13, S6, C13, S25	2 Approach to Siting; 3.4 Alternative Routes	Address I-84 Concept Route as CBE in EIS	
3	10069	11/25/2008 0:00	JANET ENYEART	why the lines are not routed through Idaho, since the power is projected for their usage? They could cross the Snake River at several of their already established crossings(Oxbow Dam?) and go thru Midvale, Idaho.	1	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes S18, S13, S6, C13, S25	2 Approach to Siting; 3.4 Alternative Routes	Address I-84 Concept Route as CBE in EIS	
13	10112	11/25/2008 0:00	DIXIE SUTTON	if not practical, then along either shoulder of I-84 from Hemingway to Boardman.	5	30	Routing	NA	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS	Federal and State Highway Agencies do not allow longitudinal encroachment of transmission lines within the interstate right-of-ways.
38	10211	11/26/2008 0:00	MAURIZIO VALERIO	I feel the a powerline that stays closer to I-84 makes more sense.	3	30	Routing	NA	NA	Address I-84 Concept Route as CBE in EIS	
39	10216	11/26/2008 12:43	TOM WOODRUFF	please keep it in the 1-84 corridor that is more sutible for this type of transmission line.	1	30	Routing	NA	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS	

Original Seq. Cmt. No.	Comments Response to 2008 Scoping Process						Comment Type	Accounted for in IPC Siting Study		EIS Recommendation	Comment
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41	10223	11/26/2008 12:29	ROSE OWENS	Recommended Route -follow I-84 as closely as possible -stays in the agricultural area of the Baker Valley instead of in the sagebrush -stays as low in elevation as possible along I-84 -follows existing energy cooridors	19	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 25-37, north of Proposed Route MP 138-205	2 Approach to Siting; 4.1 Proposed Route Description by County (Baker County)	Address I-84 Concept Route as CBE in EIS	It is noted that a logical place to locate the transmission line through Baker Valley would be along the I-84 corridor. However, due to additional constraints, including irrigated agriculture, airport clear zone and residences, paralleling the I-84 corridor through this area was determined not feasible.
45	10223	11/26/2008 12:29	ROSE OWENS	Hwy 86 to Durkee Within the corridor, the closer to I-84 the better; the west side of the interstate is better than the east side due to sage-grouse and mule deer winter range.	17	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 25-37, north of Proposed Route MP 138-205	2 Approach to Siting; 4.1 Proposed Route Description by County (Baker County)	Address I-84 Concept Route as CBE in EIS	It is noted that a logical place to locate the transmission line through Baker Valley would be along the I-84 corridor. However, due to additional constraints, including irrigated agriculture, airport clear zone and residences, paralleling the I-84 corridor through this area was determined not feasible.
47	10226	12/8/2008 0:00	ROBERT W WIRTH;MARY LOUISE WIRTH	The transmission line should be along already developed areas like I-84 where you expect.	3	30	Routing	Most Closely Associated with Siting Study Figure 3.4-6, Eastern Route	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS	
69	10277	12/2/2008 0:00	JONATHAN WESTFALL	Changing the proposed routing of the 500 KV powerline to the Interstate 84 corridor. He said (at that time) the State of Idaho could potentially lose Federal highway dollars and, in general, the Federal Highway Administration was against it. I did not read anything that would preclude the coexistence of a power line with the freeway.	1	30	Routing	NA	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS	Federal and State Highway Agencies do not allow longitudinal encroachment of transmission lines within the interstate right-of-ways.
116	10421	12/3/2008 0:00	MAURIZIO VALERIO	the main transmission line, if a clear need for its contraction is proven, should follow the already developed of i-84 and not affect new grounds.	1	30	Routing	NA	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS	
171	10992	12/2/2008 0:00	ROGER FINDLEY;JEAN FINDLEY	this line must be re-routed away from exelusive farm usezoned land, which it is proposed to cross three times in our area, and moved to federal land managed by the Bureau of Land Management (BLM). The Southeastern Oregon Resource Management Plan and Record of Decision (September, 2002) established utility corridors along the existing PP&L line and on the limited federal lands along the freeway, 1-84.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	Address I-84 Concept Route as CBE in EIS	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
222	11659	2/18/2009 0:00	KATIE FITE	We again request that it follow the freeway and not fragment and destroy new areas.	18	30	Routing	NA	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS	
228	11676	2/19/2009 0:00	MIKE DISTIN	I'm writing to ask you not to consider routing proposed power lines anywhere except along the I-84 corridor.	1	30	Routing	NA	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS	
238	40064	11/13/2008 0:00	REYES JR HERNANDEZ;KRISTINA HERNANDEZ	As we looked at your Exhibit C-1, it appears that I-84 is easily accessible to help in the building and maintenance of the proposed transmission lines	1	30	Routing	NA	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS	
48	10227	11/26/2008 12:13	TAMRA MABBOTT	One recommendation is to consider locating the transmission line along existing highway right of way. Another recommendation is to move the line to a more southerly route, closer to the City of Ukiah, where several wind project developments are pendin . Merits of a more southerly route are numerous	1	30	Routing	The City of Ukiah comment would be Most Closely Associated with Siting Study Figure 3.1-1, CAP Route N4	2 Approach to Siting, 3.3.5 West of National Forest Utility Corridor Region	1. Address I-84 Concept Route as CBE in EIS 2. NFA relative to City of Ukiah	
10	10105	11/25/2008 0:00	CHARLES MICKELSON	area south of Highway 20-26 in Malheur County...There would be much less impact on private property if the transmission corridor was on BLM ground to the west of Highway 201. There are two existing power transmission lines in this area and I presume existing right of way or easements that pass near the Owyhee Dam.	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 48, Proposed Route MP 260-265	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	IPC'S 12-6 Proposed Route is now located south of the existing 500kV PP&L line mainly on BLM land and west of the farmland in Malheur County.
16	10118	11/26/2008 0:00	KIM BUXTON;JIM BUXTON	The Bureau of Land Management and the Malheur County Planning and Zoning Commission have designated utility corridors for this purpose.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	

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21	10124	11/11/2008 0:00	KENNETH HARRELL	The land to the West belongs to (Inland Forrest-?) and to the East there is already a transmission line. On behalf of myself and the property owners listed below we hope you will consider moving the transmission line to the East or to the West.	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 18, west of Proposed Route MP 100 -101	4.1 Proposed Route Description by County	Address in Alternatives Methodology Section in EIS	IPC's 12-6 Proposed Route is constrained in this area due to the location of the Wallowa-Whitman National Forest Utility Corridor and the Blue Mountain Forest State Scenic Corridor. The route passes northeast of commenter's parcel by approximately 0.5 miles.
22	10130	11/26/2008 0:00	LELAND R MCCALL (WILD CANYON RANCH,KERBY RANGELAND, INC)	Please consider alternatives in locating the proposed transmission lines, such as siting the lines along the railroad track or on the northside of the I-84, where old Idaho Power lines already exist.	4	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 31, south of Proposed Route MP 173	2 Approach to Siting; 4.1 Proposed Route Description by County	Address in Alternatives Methodology Section in EIS	IPC's 12-6 Proposed Route no longer crosses lands referenced by commenter. The Proposed Route is now located on the north side of I-84 and parallel to the existing transmission lines where possible.
23	10142	11/26/2008 0:00	RICHARD W HOWE	P.S. There are sparcely populated areas and vast sagebrush hills where these obtrusive lines could pass through our county.	1	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP oppose Route C3	2 Approach to Siting; 3 Siting	Address in Alternatives Methodology Section in EIS	
24	10167	11/26/2008 0:00	MARK A BERTHELSEN;TERRI A BERTHELSEN	Please, consider the alternate route in the hills.	4	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	3 Siting	Address in Alternatives Methodology Section in EIS	
30	10189	11/26/2008 13:21	MARTHA MASS	use an established BLM utility corridor.	12	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
32	10195	11/26/2008 0:00	THOMAS E PHILLIPS	Routes which do not include high value farm ground such as class I, II,III,IV,V,and VI which have been classified as high value farm ground in Eastern Oregon under Oregon's land use laws, would be better suited for location of this transmission line.	1	301,400	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
33	10196	1/9/2009 0:00	REID SAITO;KAYLENE SAITO	There are other routes which will not cross EFU lands.	6	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
34	10198	11/26/2008 13:11	TERRI SIDDOWAY	it should run along the old lines or the railroad track or the north side of I-84 where old Idaho Power lines are already in existance.	3	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 31, north of Proposed Route MP 170-171	2 Approach to Siting; 4.1 Proposed Route Description by County	Address in Alternatives Methodology Section in EIS	IPC's 12-6 Proposed Route is located approximately 1 mile south of commenter's parcel.
42	10223	11/26/2008 12:29	ROSE OWENS	Where possible, the transmission line, including towers, access roads and other isturbances, should be placed in non-native habitats to reduce impacts to native wildlife.	23	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
43	10223	11/26/2008 12:29	ROSE OWENS	ODFW recommends no power line development within 2 miles of sage grouse leks and within 1/2 mile of critical broad rearing habitats such as seeps, springs, and wet meadows. Keeping the line west or near I-84 and west of the eastern edge of Baker Valley would facilitate this.	13	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	It is noted that a logical place to locate the transmission line through Baker Valley would be along the I-84 corridor. However, due to additional constraints, including irrigated agriculture, airport clear zone and residences, paralleling the I-84 corridor through this area was determined not feasible.
44	10223	11/26/2008 12:29	ROSE OWENS	Union County to Hwy 86- The further west the powerline is sited along this corrodor the better- avoid sagebrush and site in lower elevation, agricultural areas of Baker Valley to minimize impact to sage-grouse, big game witner range, and other sagebrush species.	16	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	It is noted that a logical place to locate the transmission line through Baker Valley would be along the I-84 corridor. However, due to additional constraints, including irrigated agriculture, airport clear zone and residences, paralleling the I-84 corridor through this area was determined not feasible.
46	10223	11/26/2008 12:29	ROSE OWENS	Locate line directly adjacent to existing utility or road rights-of-way. Locate the line including towers, access roads and other disturbances in developed areas, agricultural or in non-native habibtat.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	

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53	10241	12/1/2008 0:00	MICHAEL KURTH	They do not involve exclusive farm use - They will not compromise TMDL water issues - They avoid dwellings, avoiding noise pollution and health issues.	5	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	3 Siting	Address in Alternatives Methodology Section in EIS	
54	10242	12/2/2008 8:21	SUSAN M KURTH	All other routes be given youf full attention.	4	30	General	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	3 Siting	Address in Alternatives Methodology Section in EIS	
55	10244	12/2/2008 8:40	CRIS BENT;NANCI BENT	Can you consider paralleling an existing road or expanding the existing infrastructure?	5	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
57	10251	12/2/2008 8:59	THOMAS J JR BRONSON;JOAN N L BRONSON	Why not move route to existing utilities row?	6	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
58	10252	12/2/2008 0:00	GARY BOOR	I urge you to route the lines around as many homes and valuable farm land as possible. I urge you to use S Utility Corridors or ROWs that are already in place, instead of by precedent making new Utility Corridors.	10	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
59	10255	12/2/2008 0:00	RUTH W METLEN	Could a right of way you already have be a better way for this project if you doubled up some smaller existing lines (stack them) & replace with this higher voltage line? What about the placing of the natural gas line - is this being considered in your plans?	5	30	Energy	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	The current lines are being used at full capacity. The Boardman to Hemingway Project is needed to increase transmission capacity connecting the Pacific Northwest to the Intermountain Region of Southwestern Idaho in order to alleviate existing transmission constraints and to ensure sufficient capacity to meet projected increased system loads. See Purpose and Need Section 2 in POD.
61	10261	12/2/2008 9:22	PETE MORGAN	kept to exisiting utility corridors and away from existing farmland	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 48-55, Proposed Route MP 260-300	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	IPC'S 12-6 Proposed Route is now located south of the existing 500kV PP&L line mainly on BLM land and west of the farmland in Malheur County.
62	10266	12/2/2008 9:30	JOHN DEPONTE	This transmission line project should follow the existing line through the valley	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 48-55, Proposed Route MP 260-300	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	IPC'S 12-6 Proposed Route is now located south of the existing 500kV PP&L line mainly on BLM land and west of the farmland in Malheur County.
63	10267	12/2/2008 9:32	MATT HANSEN-URE	The Vale District Office of the BLM designated utility corridors on their lands in 2002 with the Record of Decision for the Southeastern OregonResource Management Plan, so why is the proposed power line project not being considered to transverse through them?	3	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 47-50, northeast of Proposed Route MP 259-274	2 Approach to Siting; 4.1 Proposed Route Description by County	Address in Alternatives Methodology Section in EIS	
64	10267	12/2/2008 9:32	MATT HANSEN-URE	COnsider an alternate corridor, such as alternate project routes on public lands being proposed by private citizens, the Malheur County Court, and Malheur County Planning Department. These routes avoid EFU (exclusive farm use) lands	16	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	3 Siting	Address in Alternatives Methodology Section in EIS	
65	10270	12/2/2008 9:38	MANUEL BORGE;CAROL BORGE	This line should be constructed when there's desert and zero population	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
67	10272	12/2/2008 9:40	FLOYD BREACH;KAY BREACH	We would request that towers and lines be placed with consideration of the view-shed from private property.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
73	10289	12/2/2008 10:42	PAUL KJELLANDER	It is important to avoid fragmentation of large contiguous blocks ofwildlife habitats by transmission corridor construction, operation, and maintenance.	23	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
75	10291	12/2/2008 10:51	JOE DOMINICK	Consider any other previously existing utility or power transmission line routes that might be available for this important project.	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	

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89	10322	12/2/2008 0:00	RODNEY J WIRTH;LORI E WIRTH	Keep your lines by the freeway or other powerlines that are running though Baker Valley.	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
90	10324	12/2/2008 0:00	THEOGENE MBABALIYE	The EIS should include a range of reasonable alternatives that meet the stated purpose and need for the project and that are responsive to the issues identified during the scoping process. This will ensure that thc EIS provides the public and the decision-maker with information that sharply defines the issues and identifies a clear basis for choice as required by NEPA. The Council on Environmental Quality (CEQ) recommends that all reasonable alternatives should be considered, even if some ofthem could be outside the capability of the applicant or the jurisdiction of the agcncy preparing the EIS for the proposed project. EPA encourages sclection of feasible alternatives that will minimize cnvironmental degradation.	1	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
96	10352	12/2/2008 9:41	THERESE A URE	Much of the land proposed for locating these facilities crosses scenic water ways and corridors, the Oregon Trail, Indian Reservations, and other protected areas. The siting council and EIS must consider alternate routes to protect these areas, such as routes along existing highway and interstate corridors.	12	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
97	10352	12/2/2008 9:41	THERESE A URE	Placing these lines in highly populated areas greatly hinders and significantly impacts visual values of the land and valley. Alternate routes that traverse public lands, wherein people do not reside, would have less of an impact on these resources and must be considered.	16	30,400	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
99	10392	12/3/2008 0:00	TOM WILKE;JENINE WILKE	Power line right of ways through prime farmland will take prime farmland out of production and cause economic hardship to both the farmer and those that depend on farm dollars.	3	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
102	10392	12/3/2008 0:00	TOM WILKE;JENINE WILKE	Locate transmission corridors within transportation corridors. Use established freeway and highway corridors.	7	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
109	10410	12/3/2008 0:00	PATRICIA KENNINGTON;CLINTON KENNINGTON	Since there is an established BLM corridor along the Pacific Power and Light to Buchanan for Malheur County, high-voltage transmission lines should not be sited on private property in Eastern Oregon and especially on land designated Exclusive Farm Use.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps47-55 , Proposed Route MP 260-300	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	IPC 12-6 Proposed Route is now located south of the existing 500kV PP&L line mainly on BLM lands.
120	10428	12/3/2008 0:00	NED ENYEART	Why can't it take in the desert area where we will not be so disrupted?	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	IPC's 12-6 Proposed Route is now located west of the farmland in Malheur County
121	10428	12/3/2008 0:00	NED ENYEART	Is it true there are already other corridors set aside for this type of transport? Can't they share the space?	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	The Vale District has designated Utility Corridors.
124	10429	12/3/2008 0:00	JANET ENYEART	I would prefer the transmission lines be located away from highways, houses and animals. Also, keep the Oregon Trail habitat untouched.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
136	10469	12/3/2008 0:00	ROSS BALLARD	Firstly, it ignores an existing power corridor running east to west approx 11 miles south of Adrian located on BLM land	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 50, northeast of Proposed Route MP 271	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	IPC 12-6 Proposed Route is now located south of the existing 500kV PP&L line mainly on BLM lands.
137	10469	12/3/2008 0:00	ROSS BALLARD	Secondly, it ignores Bureau of Reclamation ground that could be incorporated into a right of way.	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 50, northeast of Proposed Route MP 271	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	IPC 12-6 Proposed Route is now located south of the existing 500kV PP&L line mainly on BLM lands.

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138	10469	12/3/2008 0:00	ROSS BALLARD	Lastly, our corridor does not take advantage of BLM ground 1/2-3/4 mile west of the western edge of the proposed corridor.	3	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 50, northeast of Proposed Route MP 271	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	IPC 12-6 Proposed Route is now located south of the existing 500kV PP&L line mainly on BLM lands.
141	10476	12/3/2008 0:00	DAN JOYCE	To meet the standards contained in Oregon statutes and rules pertaining to the siting of utility facilities on EFU land, additional alternative corridors located on lower value and less intensely farmed land and public lands must be included for review.	3	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	3 Siting	Address in Alternatives Methodology Section in EIS	
148	10589	12/3/2008 0:00	LES ITO;TONYA ITO	We encourage Idaho Power to research the many alternative routes that could be used - west of our valley on public BLM land and east of our valley through Idaho.	5	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	3 Siting	Address in Alternatives Methodology Section in EIS	
149	10681	12/2/2008 0:00	RENAE CORN	Look to the desert to place the proposed Transmission lines.	6	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
152	10717	12/2/2008 0:00	GARY SPARKS;JUDY SPARKS	Other corridors have already been established for this kind of utility structure and should be used. Pacific Power & Light lines which BLM and rangelands do so without interfering with the uscs in our agricultural valley.	7	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 50-55, Proposed Route MP 276-300	4.1 Proposed Route Description by County	Address in Alternatives Methodology Section in EIS	IPC's 12-6 Proposed Route is very similar in concept to commenter's suggestion.
156	10733	12/2/2008 0:00	GARY PEARSON	existing alternative approved utility corridors that would bypass all of the pitfalls outlined above.	12	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
158	10761	12/3/2008 0:00	SHARON LAWRENCE	I ask specifically that additional routes not presently proposed by Idaho Power be considered for evaluation in the draft environmental impact statement. currently proposing are limited in scope and should not be considered as a full range of alternatives for consideration in the DEIS. Additional routes that do not cross prime agricultural farmland should be considered.	1	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	3 Siting	Address in Alternatives Methodology Section in EIS	
160	10775	12/3/2008 0:00	CAROL BEAUBIEN;DAN BEAUBIEN	Other utility corridors already exist through BLM properties and rangeland that would be appropriate for this project.	8	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
161	10776	12/3/2008 0:00	KEVIN CLARICH	There are other routes available and we hope that you will consider them as they go through more of the BlM established right of ways and through areas of sagebrush not through the farm ground.	4	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
165	10873	12/2/2008 0:00	FRED TRENKEL;PAT TRENKEL	There are other utility corridors which do not cross private agricultural land.	6	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
167	10945	12/3/2008 0:00	GARY T TAYLOR;ELAINE L TAYLOR	The BLM has other utility corridors for projected energy requirements.	5	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
169	10982	12/2/2008 0:00	DAVE DAVIS	It makes sense to avoid running lines through private property, farms, cattle and agriculture lands.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
176	11530	12/11/2008 0:00	JOANNE VOILE	Locate these lines on less populated and less valuable ground	8	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
179	11539	12/11/2008 0:00	PETE MORGAN	Line is kept to existing utility corridors and away from irrigated farmland it would be a good navigational aid to aircraft. This is very helpful around the restricted airspace of the boardman bombing range.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
194	11598	12/12/2008 0:00	ANN BROWN	following existing corridors- i.e. follow roads and freeways that have already impacted the aesthetic quality and also wildlife.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
205	11620	1/12/2009 0:00	KATHY ALDER	Idaho Power use existing corridors and/or public lands to the maximum extent possible.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
211	11630	12/16/2008 0:00	ANN BROWN	I would like to see the coordiors follow existing freeways, highways and utility structures as much as possible in order to minimize and confine them to areas that have already been impacted.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	

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212	11631	1/12/2009 0:00	HOLLY GUSTAFSON	In the final WWEC PEIS it is REALLY clear that the Feds intended the big push on energy issues to be on Federal Land!!! I truly believe the least cost, least impact way to go would be for Idaho Power to utilize this designated corridor.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
224	11659	2/18/2009 0:00	KATIE FITE	As part of this EIS process, BLM must fully examine the plethora of new coridors/lines/disturbance including natural gas (Ruby, Bronco), DOE corridors and others in the region of Oregon, Idaho, Nevada, Wyoming, California and Utah. ANY new line here should follow the Freeway to the maximum extent possble, or be bundled into existing utility corridor swaths. What are these existing corridors please - provide detailed mapping so this all can be understood.	6	10,30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
233	11697	4/6/2009 0:00	REID SAITO	Idaho Power should propose a second corridor, whether on public lands or within Idaho, that takes pains to avoid Exclusive Farm Use Property, as required by Oregon regulatory standards ORS 215.275 and OAR 345-020-0011.	1	30	Routing	NA	2 Approach to Siting ; Appendix A Constraints and opportunities	Address in Alternatives Methodology Section in EIS	
234	11709	3/13/2009 0:00	SUZANNE ANDERSON	The Service recommends no power line development within two miles of sage-grouse leks, or within any of the high and medium viability habitats identified in the ODFW Conservation Assessment and Strategy (ODFW 2005).	26	30	Routing	NA	2 Approach to Siting ; Appendix A Constraints and opportunities	Address in Alternatives Methodology Section in EIS	
235	11709	3/13/2009 0:00	SUZANNE ANDERSON	Use existing utility corridors and rights-of-ways to consolidate activities to reduce habitat loss, degradation, and fragmentation by new construction. Towers should be sited as close to existing roads/highways as practical.	10	30	Routing	NA	2 Approach to Siting ; Appendix A Constraints and opportunities	Address in Alternatives Methodology Section in EIS	
236	11709	3/13/2009 0:00	SUZANNE ANDERSON	The Project should site its transmission features within existing energy or other right-of-way corridors e.g., within the existing I-84 corridor where the land is already altered or cultivated. Where green field construction is necessary, the Project only should be developed and operated in lower quality habitats. Efforts should be expended to ensure the transmission alignment avoids areas occupied by ESA listed species and critical habitats, as well as Candidate species and their habitats and key species of concern.	1	30	Routing	3.4.3 Eastern Route	2 Approach to Siting: 3.4.3 Eastern Route; Appendix A Constraints and Opportunities	Address in Alternatives Methodology Section in EIS	
68	10276	12/2/2008 9:59	EDWARD TSCHIDA	In 1980 a corridor on federal land was evaleated these existing shoul be used for this new power line. How about using interstate 84 Highway corridor	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Address I-84 Concept Route as CBE in EIS	
17	10118	11/26/2008 0:00	KIM BUXTON;JIM BUXTON	Public lands are readily available to become the home of these giant lattice monsters.	5	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
28	10186	11/26/2008 13:24	ROBERT KOMOTO	another route through BLM or government property	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
70	10277	12/2/2008 0:00	JONATHAN WESTFALL	There are existing utility corridors designated on Federal lands, those should be used rather than permitting new ones.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
108	10409	12/3/2008 0:00	ROD NIELSEN (PACE-NIELSEN FARMS INC)	I would think that the logical routes should be along the interstate, railroad rt of ways, and public lands.	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	

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143	10478	12/3/2008 0:00	WILLIAM HOLMES;JANET HOLMES	An alternate route would be on state and federal lands where such a project would not directly harm the lives and lively hood of so many people.	5	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
147	10589	12/3/2008 0:00	LES ITO;TONYA ITO	Surely utility corridors can be sited in this public land or established corridors on public land can be used.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
163	10840	12/2/2008 0:00	RON ENGLE;CONNIE ENGLE	It seems there is already public lands that have been used for similar projects that could be earmarked for this project.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
164	10840	12/2/2008 0:00	RON ENGLE;CONNIE ENGLE	Please reconsider the location and use as much public land (or all) as you can.	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
226	11672	2/19/2009 0:00	CANDI FITCH	The power line is for the good of the public and we would ask that every effort be made to place it on public land.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
231	11693	4/6/2009 0:00	JUDY GOULD	Use existing approved federal corridors to route these lines.	1	30	Routing	NA	2 Approach to Siting ; Appendix A Constraints and opportunities	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
232	11694	4/6/2009 0:00	CHARLES GOULD	Use existing approved federal corridors to route these lines.	1	30	Routing	NA	2 Approach to Siting ; Appendix A Constraints and opportunities	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
239	40064	11/13/2008 0:00	REYES JR HERNANDEZ;KRISTINA HERNANDEZ	If these transmission lines can run parallel to each other, why is it not possible for Idaho Power to access existing transmission corridors located on public land	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
50	10233	12/1/2008 16:41	DICK FLEMING	If the towers were painted a medium tan. they would be nearly invisible, except for the need to make them visible for aviation.	3	30	Structure	NA	NA	Address in Alternatives Structure Section in EIS	
166	10884	12/3/2008 0:00	JOHN BACHELDER	Your construction to maintain a minimum of twenty-four (4) inches vertical clearence when crossing MCI facilities and sixty (60) inches horizontal clearence when your running line is parallel to our facilities.	1	30	Structure	NA	NA	Address in Alternatives Structure Section in EIS	
182	11549	12/11/2008 0:00	SANDRA BOWEN;JEREL BOWEN	Another corridor out thru succor Creek. Is this line being used to capacity? I think there are owned by Pacific Power & Light. Any chance of renting poles then placing new where	7	30	Structure	NA	1.3 Project Components	Address in Alternatives Structure Section in EIS	IPC does not own the PP&L line and double-circuiting 500kV lines is not permitted due to regulatory criteria requiring separation of high-voltage lines (minimum of 1500ft or length of longest span).

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74	10289	12/2/2008 10:42	PAUL KJELLANDER	Alignment of the Transmission Line to capture renewable resources along the route should be given greater attention. Location of the Transmission Line in potcntial wind energy corridors or too far away from renewable energy production areas will result in a loss of theability to capture these resources for the benefit of Endowment Bcneficiaries as well as all residents of Idaho.	7	30	Energy	NA	NA	Address in Chapter 1 in EIS	The purpose of the B2H Project is to increase transmission capacity connecting the Pacific Northwest to the Intermountain Region of Southwestern Idaho in order to alleviate existing transmission constraints and to ensure sufficient capacity to meet projected increased system loads. See Purpose and Need Section 2 in POD. Additional generation facilities, like wind energy facilities, will not provide the regional transmission connectivity needed, which will allow excess power in the northwest to be efficiently transported to the Southwestern Idaho in times of high demand, and conversely, allow Southwestern Idaho to send excess power to the northwest grid.
12	10112	11/25/2008 0:00	DIXIE SUTTON	I propose that the transmission line be buried in between the north and southbound lanes of I-84;	4	30	Structure	NA	NA	Address in Underground Technology Section in EIS	Federal and State Highway Agencies do not allow longitudinal encroachment of transmission lines within the interstate right-of-ways.
27	10182	11/26/2008 13:29	MAUREEN JULES	An alternative for a buried transmission line is needed so concerned citizens and the analysis team can grasp the short-term vs. long-term costs of the project and impacts to local economies	4	30	Structure	NA	NA	Address in Underground Technology Section in EIS	
31	10194	11/26/2008 0:00	NANCY PEYRON;ELIZABETH PEYRON (BAIRD RANGELAND, LLC,MOVE IDAHO POWER)	Unsightly view of power lines - We would like the power lines to be underground, despite the increased cost, because they adversely impact the scenic view of Baker valley.	2	30	Structure	NA	NA	Address in Underground Technology Section in EIS	
36	10200	11/26/2008 13:06	PEGGI TIMM	bury all the lines underground between the roadway of 1-84 Freeway (out of sight, still providing revenue to the county,	4	30	Structure	NA	2 Approach to Siting	Address in Underground Technology Section in EIS	Federal and State Highway Agencies do not allow longitudinal encroachment of transmission lines within the interstate right-of-ways.
77	10297	12/2/2008 11:10	TONIA R JOHNSON	I would propose underground lines rather than overhead lines.	1	30	Structure	NA	NA	Address in Underground Technology Section in EIS	
112	10414	12/3/2008 0:00	MAUREEN JULES	Please include an alternative which has a buried vs. an above ground transmission line.	7	30	Structure	NA	NA	Address in Underground Technology Section in EIS	
168	10980	12/2/2008 0:00	LISA DUNN	The obvious alternative routes around Baker would be better or bury the line so that no one has to look at it.	2	30	Structure	NA	NA	Address in Underground Technology Section in EIS	
185	11553	12/12/2008 0:00	ANITA WEST	Underground application would be the most appropriate alternative	4	30	Structure	NA	NA	Address in Underground Technology Section in EIS	
240	300012	12/11/2008 0:00	EDNA HARRELL;BOB HARRELL	bury it or take it around the valley so that we don't have to look at	5	30	Structure	Most Closely Associated with Siting Study Figure 3.4-6, Western Route/Central Route	3.4 Alternative Routes	Address in Underground Technology Section in EIS	
241	300013	12/12/2008 0:00	WANNIE MACKENZIE;BETH MACKENZIE	bury it or take it around the valley so that we don't have to look at it	5	30	Structure	Most Closely Associated with Siting Study Figure 3.4-6, Western Route/Central Route	3.4 Alternative Routes	Address in Underground Technology Section in EIS	
26	10177	11/26/2008 13:18	RICHARD HERIZA	power lines should go through an alternative corridor outside of Baker County	1	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	3 Siting	Address Western Alternative Route as CBE in EIS	

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139	10470	12/3/2008 0:00	BRENT GRASTY	Suggested ALternative: Alternative routes from Marsing grade to run west past Owyhee Darn through the existing authorized corridor and then either) a)North across public lands over Vines Hill and then tie back to I-84 north of Farewell Bend, or b) the (recognizably more expensive) route west from Owyhee dam west through the existing corridor, then north from near Buchanan. Both of these routes further-disturb the visual experience far less than the currently proposed routes, with far less local impact.	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 36-51, MP 200-277 and Most Closely Associated with Siting Study Figure 3.4-6, Western Route	3.4 Alternative Routes; 4.1 Proposed Route Description by County	Address Western Alternative Route as CBE in EIS	Commenter's first suggestions is very similar in concept to IPC's 12-6 Proposed Route.
154	10733	12/2/2008 0:00	GARY PEARSON	an approved utility corridor that runs west and south of Adrian all the way to Burns and North to the Columbia River. The land involved is almost all public land and is managed the BLM.	14	30	Routing	Most Closely Associated with Siting Study Figure 3.4-6, Western Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
178	11536	12/11/2008 0:00	JOHN DEPONTE	Transmission line project should follow the existing line through the valley to the Burns Oregon	6	30	Routing	Most Closely Associated with Siting Study Figure 3.4-6, Western Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
184	11551	12/12/2008 0:00	GEORGE VOILE	A rather asvantageous route would be in the wooded area through Grant County coming into sandhollow from the west.	5	30	Routing	Most Closely Associated with Siting Study Figure 3.4-6, Western Route	3.4.1 Western Route	Address Western Alternative Route as CBE in EIS	
188	11558	12/12/2008 0:00	MANUEL BORGE;CAROL BORGE	This powerline should be located outside of Malheun County. In the desert with near zero population. It going to Nevada the benifactor.. route it through Hanney County to Nevada.	4	30	Routing	Most Closely Associated with Siting Study Figure 3.4-6, Western Route	1.2 Project Overview	Address Western Alternative Route as CBE in EIS	Does not meet Project Purpose and Need, see Section 2 of POD.
199	11619	1/12/2009 0:00	ROGER FINDLEY;JEAN FINDLEY	Alternative 1: Follow the existing utility corridor identified in the SEORMP and Westwide Energy Corridor EIS across Malheur County to Buchanan in the Burns District (BLM) in Harney County, then turn north and travel through largely uninhabitated forest and grazing land to Boardman. SIP proposes that the route to Sand Hollow Substation in this alternative be through Idaho exclusively, with a 500 kV transmission line loop ultimately to the Pearl Substation east of Emmett, Idaho, which is to be built at a later time.	1	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route C9	3.3.9 Southwest Region; 3.4.1 Western Route	Address Western Alternative Route as CBE in EIS	Route suggestion no longer applicable as Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
242	300014	12/11/2008 0:00	ROGER FINDLEY;JEAN FINDLEY	Hemingway to Boardman via the existing PP&L corridor established in the Southeastern Oregon Resource Management Plan to Buchanan in the Burns District, then north to Boardman through the Malheur National Forest and private grazing land. Idaho Power in their Notice of Intent (NOI) identified this corridor (NOI, Exhibit 0-1) but rejected it without detailed analysis. However, this route appears to bypass almost completely exclusive farm use-zoned land and inhabited areas. It needs to be analyzed for the comparison of impacts to natural resources versus impacts to inhabited and farm use-zoned lands in both Malheur and Baker Counties. This proposal also follows for a significant portion the proposed federal Westwide Energy (WWE) corridor	1	30	Routing	Most Closely Associated with Siting Study Figure 3.4-6, Western Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
183	11549	12/11/2008 0:00	SANDRA BOWEN;JEREL BOWEN	Line could be placed on public ground. There is already a line out passed Burns	6	30	Routing	Most Closely Associated with Siting Study Figure 3.4-6, Western Route	2 Approach to Siting, 3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
159	10766	12/3/2008 0:00	BERNT E WHITE	The BLM (Vale District Office) designated utility corridors on their lands not that long ago, so why isn't the power line proposed to go there?	4	30	Routing	NA	2 Approach to Siting	Analyze Alternative Route in Detail in EIS	2010 Scoping Letter 5224 has suggested a Vale District Utility Corridor Alternative to be studied in detail in EIS.

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190	11585	12/12/2008 0:00	ROGER FINDLEY;JEAN FINDLEY	there are two officially recognized "utility corridors" that could be used, as well as other vacant land available that would swing widely around Vale and go north to connect to Baker County.	7	30	Routing	Most Closely Associated with Siting Study Figure 3.3.11-1 West of Vale Region, support for Segment MA2-MA5	3.3.11 West of Vale Region	Analyze Alternative Route in Detail in EIS	2010 Scoping Letter 5224 has suggested a Vale District Utility Corridor Alternative to be studied in detail in EIS.
218	11648	1/23/2009 0:00	MATT HANSEN-URE;ALICE HANSEN-URE	please consider strongly the proposed alternative utility corridors that our County government officials and citizen's group (SIP) have submitted.	3	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S6, S13, S9, S19, S20, S21	3 Siting	Analyze Alternative Route in Detail in EIS	2010 Scoping Letter 5224 has suggested a Vale District Utility Corridor Alternative to be studied in detail in EIS.
196	11610	12/12/2008 0:00	JENNIFER SCHWARTZ	proposed route would simply need to either move slightly to the west of the proposed route where it skirts or goes through the edge of sage grouse habitat on the east side of I-84, or it could circle around the west side of Baker City as an earlier proposal that is no longer being considered.	4	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route C3, C11, C4; Also associated with Siting Study Appendix E, Map 25-27, Proposed Route MP 138-151	3 Siting	Analyze in Detail Route that Avoids Magpie Peak ACEC in EIS	
81	10304	12/2/2008 0:00	EARL L AYLETT	It would be beneficial ifthe route is moved to the south into the bombing range which hasn't been used for bombing facility activities and has been farmed continuously since 1977 through 2002. This will avoid intensive irrigated lands. The alternative route will be more suitable and you will bypass me and numerous other agricultural properties using water from the Columbia River.	1	30	Routing	Most Closely Associated with Siting Study Figure 4-1, Bombing Range South Alternative	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	
82	10304	12/2/2008 0:00	EARL L AYLETT	Go 250 ft onto Navy's land so we can do intensive farming or go into the urban growth boundary to go residential.	3	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 3-4, Proposed Route MP 9-17	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	IPC has been working with the Department of Defense with regard to locating the line within the northern boundary of the Bombing Range so as to not affect irrigated agricultural practices occurring along the northern side of the boundary. The Navy has consistently advised that this is not possible. IPC's 12-6 Proposed Route is now located south of the Bombing Range.
93	10352	12/2/2008 9:41	THERESE A URE	The main corridor is more appropriate than the alternate area (which is located near Ashheck's home), as the main corridor would encumber land wherein landowners have chosen to install wind generating farms. Adding high transmission power line to these landowners' property is appropriate as they will be, of those limited class of persons, benefiting from the transmission lines.	1	30	Routing	Most Closely Associated with Siting Study Figure 4-1, Bombing Range South Alternative (MP30-MP40)	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	IPC's 12-6 Proposed Route no longer crosses lands referenced by commenter.
174	11003	12/3/2008 8:52	MATTHEW P DOHERTY	I believe that the construction of Hwy.82 on the eastern edge of the Umatilla Army Depot has proven to cause no problem and has saved farm land. This same would be true if the proposed alternate route was placed inside the south edge of the Bombing Range.	1	30	Routing	Most Closely Associated with Siting Study Figure 4-1, Bombing Range South Alternative	3 Siting	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	IPC's 12-6 route is located south of the Bombing Range. Due to presence of Washington Ground Squirrel Nests (ODFW Category 1 Habitat for which there is no mitigation), locating the line within the Bombing Range is not an option.
5	10075	11/25/2008 13:38	BARRY BEYELER	Council's preference for the Boardman to Hemingway Transmission Line to follow an alternate route to the south of the Naval Weapons System Training Facility based upon the city's historical perspective illustrating how existing Bonneville Power Administration lines have affected development within and urban environment.	1	30	Routing	Most Closely Associated with Siting Study Figure 4-1, Bombing Range South Alternative	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	IPC's 12-6 route is located south of the Bombing Range.
6	10075	11/25/2008 13:38	BARRY BEYELER	The City of Boardman prefers and strongly recommends the choice of an alternate route to the south of the Naval Weapon Systems Training Facility.	3	30	Routing	Most Closely Associated with Siting Study Figure 4-1, Bombing Range South Alternative	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	IPC's 12-6 route is located south of the Bombing Range.

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15	10115	11/25/2008 14:38	ALLISON VALERIO	certainly not the alternate route. The alternate route needlessly goes over mountains and affects numerous wildlife habitat areas and agricultural land	2	30	Routing	Route not Identified in IPC Siting Study; Oppose 2008 Keating Valley Alternative which has since been proposed as an alternative through CAP Comment Letter 6170 .	Route not Identified in IPC Siting Study	Consider a Medical Springs/Keating Alternative as part of the Optimized Virtue Flat/Interpretive Center Alternatives Analysis	This route was not proposed during the CAP. However, CAP Comment Letter Alternative 6170 has suggested similar alternative to be studied in detail in EIS.
19	10123	11/26/2008 10:34	JOCHEN W HAGBERG;M ELAINE HAGBERG	It does not make sense to follow the alternative route and move that line around Baker Valley as far out as Keating and Medical Springs.	1	30	Routing	Route not Identified in IPC Siting Study; Oppose 2008 Keating Valley Alternative which has since been proposed as an alternative through CAP Comment Letter 6170 .	Route not Identified in IPC Siting Study	Consider a Medical Springs/Keating Alternative as part of the Optimized Virtue Flat/Interpretive Center Alternatives Analysis	This route was not proposed during the CAP. However, CAP Comment Letter Alternative 6170 has suggested similar alternative to be studied in detail in EIS.
60	10260	12/2/2008 9:18	ORRIN D LAY	If the alternate route was running three miles south of here, it would not impact any of these concerns.	11	30	Routing	Route not Identified in IPC Siting Study, However, a similar alternative route has been captured by CAP Comment Letter 6170.	Route not Identified in IPC Siting Study	Consider a Medical Springs/Keating Alternative as part of the Optimized Virtue Flat/Interpretive Center Alternatives Analysis	This route was not proposed during the CAP. However, CAP Comment Letter Alternative 6170 has suggested similar alternative to be studied in detail in EIS. Shifting the line per landowner's suggestion would place the line within a 2-mile lek buffer, which is Category 1 Habitat and not able to be mitigated. Therefore, this route suggestion is not feasible.
72	10287	12/2/2008 10:35	GARTH JOHNSON	If a transmission line is necessary the Keeting route would preserve the history of this area.	2	30	Routing	Route not Identified in IPC Siting Study, However, a similar alternative route has been captured by CAP Comment Letter 6170.	Route not Identified in IPC Siting Study	Consider a Medical Springs/Keating Alternative as part of the Optimized Virtue Flat/Interpretive Center Alternatives Analysis	This route was not proposed during the CAP. However, CAP Comment Letter Alternative 6170 has suggested similar alternative to be studied in detail in EIS.
113	10415	12/3/2008 0:00	LAUREN R SWARTZ;ANITA L SWARTZ	AS WAS SUGGESTED TO DAVE PERRY DURING THE LA GRANDE MEETING, THE ORIGINAL ROUTE PROPOSED ALONG THE I-84 CORRIDOR IS THE BEST ROUTE. IF AN ALTERNATIVE ROUTE IS SELECTED THOUGH THE KEATING VALLEY, IT SHOULD BE CONTINUED NORTHWARD ALONG THE POWDER RIVER ON BLM LAND TO AVOID THE NUMEROUS PRIVATE LAND OWNER CONFLICTS AROUND THE GREATER MEDICAL SPRINGS AREA. IT WOULD BE MORE DIRECT, AS WELL.	6	30	Routing	Route not Identified in IPC Siting Study; Oppose 2008 Keating Valley Alternative which has since been proposed as an alternative through CAP Comment Letter 6170 .	2 Approach to Siting; Appendix A Constraints and Opportunities	Consider a Medical Springs/Keating Alternative as part of the Optimized Virtue Flat/Interpretive Center Alternatives Analysis	This route suggestion has been reviewed and due to the Powder River's designation as a Wild and Scenic River and an Area of Critical Environmental Concern this location is not feasible. Additionally, prime agriculture land surrounds the Powder River. Wild and Scenic Rivers, Areas of Critical Environmental Concern and prime farmland are all considered siting exclusion and/or high avoidance areas.
157	10743	12/2/2008 0:00	HOLLY GUSTAFSON	proposed alternate route site map, the dog leg is in an area referred to as the Park. In it is a still active cemetery, maintained by locals	2	30	Routing	Route not Identified in IPC Siting Study, However, a similar alternative route has been captured by CAP Comment Letter 6170.	2 Approach to Siting	Consider a Medical Springs/Keating Alternative as part of the Optimized Virtue Flat/Interpretive Center Alternatives Analysis	This route was not proposed during the CAP. However, CAP Comment Letter Alternative 6170 has suggested similar alternative to be studied in detail in EIS.
181	11548	12/11/2008 0:00	ED RAU;AMANDA RAU	We feel the area least likely to interfere with one of the matural beauties if our state would be along the freeway where you would have easy access and it would not violate one more area of pristine beauty.	5	30	Routing	Route not Identified in IPC Siting Study; Oppose 2008 Keating Valley Alternative which has since been proposed as an alternative through CAP Comment Letter 6170 .	2 Approach to Siting	Consider a Medical Springs/Keating Alternative as part of the Optimized Virtue Flat/Interpretive Center Alternatives Analysis	This route was not proposed during the CAP. However, CAP Comment Letter Alternative 6170 has suggested similar alternative to be studied in detail in EIS.

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198	11616	1/9/2009 0:00	TOM NOVAK	alternative path for the power lines that would take them east of Keating Valley, enough of a distance so as not to disturb the peace and serenity of that lovely valley, and then up one draw or another eventually coming to the area around Thief Valley Reservoir where the lines would soon enter Union County. Though this still necessitates crossing some beautiful country, at least the impact to people's homes and their immediate views of the surrounding countryside would be minimal.	1	30,400	Routing	Route not Identified in IPC Siting Study, However, a similar alternative route has been captured by CAP Comment Letter 6170.	Route not Identified in IPC Siting Study	Consider a Medical Springs/Keating Alternative as part of the Optimized Virtue Flat/Interpretive Center Alternatives Analysis	This route was not proposed during the CAP. However, CAP Comment Letter Alternative 6170 has suggested similar alternative to be studied in detail in EIS.
237	11709	3/13/2009 0:00	SUZANNE ANDERSON	Project impacts will be much less if the alternative route east of Baker City, OR incorporating the Keating Valley is not constructed due to areas of intact and healthy native habitat and the presence of sage grouse.	2	30	Routing	Route not Identified in IPC Siting Study; Oppose 2008 Keating Valley Alternative which has since been proposed as an alternative through CAP Comment Letter 6170 .	Route not Identified in IPC Siting Study	Consider a Medical Springs/Keating Alternative as part of the Optimized Virtue Flat/Interpretive Center Alternatives Analysis	This route was not proposed during the CAP. However, CAP Comment Letter Alternative 6170 has suggested similar alternative to be studied in detail in EIS.
95	10352	12/2/2008 9:41	THERESE A URE	Specifically evaluating routes where more public lands are crossed and less private land is crossed. Have alternate routes such as over Forest Service or Public Lands been considered? Have alternate routes such as public highway easements, or paralleling highways and interstates been considered?	22	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
103	10392	12/3/2008 0:00	TOM WILKE;JENINE WILKE	Utilize public lands for 5OOkV lines.	8	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
104	10393	12/3/2008 0:00	FARRELL LARSON	where possible these lines should be placed on public land where all citizens share in the devalued land values.	3	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
106	10395	12/3/2008 0:00	PATRICK BARFIELD	Surely, within a county that is so rich in public land, a different route could be established that would not have such adverse effects.	2	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
107	10402	12/3/2008 0:00	MARCIA R SMITH	Why don't you stay out in the BLM like you have in the past.	3	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
133	10461	12/3/2008 0:00	JOHN FAW	6: Alternate routs: I have grown up in this area and know that we have a very adequate supply of Federally owned land that could be utilized for this project and keep it out of most of the EFU lands and not impact nearly as many UV people or land owners.	6	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
134	10463	12/3/2008 0:00	RICHARD B OWEN	Why is the majority of the route through the Durkee area on private property instead of land owned by the federal government?	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 32-33, southwest of Proposed Route MP 176-185	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	IPC's 12-6 route is now located northeast of the Durkee Valley.
195	11609	12/12/2008 0:00	WILLIAM A & VERLEE I CORONA	operate over state and BLM lands	4	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
213	11632	1/12/2009 0:00	VICKI T WARES	If the line must traverse Baker County for the public good, the line should be built on public lands.	5	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	

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216	11639	1/12/2009 0:00	THOMAS E PHILLIPS	These lines should be put either on public land where they belong or in Idaho.	7	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S25, C13	2 Approach to Siting; 1.2 Project Overview; 3.4 Alternative Routes	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
49	10233	12/1/2008 16:41	DICK FLEMING	I have attached a map showing a proposed alignment from Durkee to the existing powerline alignment in NE Baker Valley. From Durkee to near the Keating Valley in the east end of Virtue Flat, I have tried to stay on BLM as much as possible to reduce total number of land owners to deal with.	1	30	Routing	Route not Identified in IPC Siting Study, However, a similar alternative route has been captured by 2010 Scoping Comment Letter 5023.	Route not Identified in IPC Siting Study	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	This route was not proposed during the CAP. However, 2010 Scoping Comment Letter Alternative 5023 has suggested similar alternative to be studied in detail in EIS. (The route as drawn on attached map is not feasible. It would need to be modified to something very similar to Alternative 5023 due to presence of Sage-grouse 2-mile lek buffers in the vicinity.)
84	10308	12/2/2008 0:00	JAMES CARTER	Union Co (N Powder) just NE of the Powder River scenic river coord. and continuing SE just NE of powder river, theif vally and along the keating vally floor, which will be though mostly grazing land with little effect to land owners.	2	30	Routing	Route not Identified in IPC Siting Study	2 Approach to Siting; Appendix A Constraints and Opportunities	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	This route suggestion has been reviewed and due to the Powder River's designation as a Wild and Scenic River and an Area of Critical Environmental Concern this location is not feasible. Additionally, prime agriculture land surrounds the Powder River. Wild and Scenic Rivers, Areas of Critical Environmental Concern and prime farmland are all considered siting exclusion and/or high avoidance areas.
177	11532	12/11/2008 0:00	CAMELLA H MILLER	Cutting through some of that BLM ground would be the best route, otherwise if you can't go through Baker Valley the other logical route is west of the valley through USFS ground.	4	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route C3, C11, C4	3 Siting	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	
2	10017	11/25/2008 10:18	HECTOR JUAREZ;MARLEE JUAREZ	If the project need is real, please consider the alternate project route being proposed by the Malheur County Court and Planning Department. It avoids exclusive farm use lands to the most feasible extent.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
4	10072	11/25/2008 0:00	DAN BEAUBIEN	suggest moving the proposed corridor away from the airport and private lands out to public lands where it will be less of a hazard and will not devalue private properties.	7	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region, Segment MA3-MA7	3.3.14 Snake River Valley Region	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
7	10077	11/25/2008 0:00	CHRISTINA BONADIMAN	I BELIEVE THE PROPOSED SITES CROSSING THE SNAKE RIVER NEAR HUNTINGTON AND MOVING OVER BLM LAND IN IDAHO IS THE BEST SOLUTION... THERE IS ALOT OF BLM LAND ON BOTH SIDES OF THE SNAKE RIVER AWAY FROM HEAVILY POPULATED AREAS.LETS USE IT.	5	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region, Segment BA17-WA1	3.3.14 Snake River Valley Region	NFA	
8	10090	11/25/2008 0:00	BRIAN HALCOM	As a property owner I feel that the corridor should be moved west to BLM grazing land and not over prime residential or farming areas. My property location is 655 Imperial Ave Ontario, OR 97914	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
9	10092	11/25/2008 0:00	DEBORAH HOPKINS	Surely we can find a route out in the Owyhees that will not affect us.	3	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 50-55, Proposed Route MP 276-300	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is very similar in concept to commenter's suggestion.
11	10109	11/25/2008 14:31	BRUCE PENN;SHARON PENN	On the other hand, other routes available where there would be less of an impact on our lands.	5	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region, Segment MA3-MA7	3.3.14 Snake River Valley Region	NFA	

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14	10113	11/25/2008 0:00	BARBARA TESNOHLIDEK	segment of line from Ontario to Sand Hollow.... I would urge you to reconsider placement of the line through farm and residential land and relocate it through BLM land which is basically unpopulated.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
18	10122	11/26/2008 0:00	JAMES R GETTEN	As an agricultural landowner in Malheur county near a proposed high voltage transmission line, I would like to know why this type of power project can not be run across federal land in the designated utilities corridor and not across private land zoned EFU?... Malheur county has a designated utility corridor in its land use planning system and that is the only place these types of projects should be sited.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
20	10123	11/26/2008 10:34	JOCHEN W HAGBERG;M ELAINE HAGBERG	If you must depart from the Traditional Cooridor route to an alternate, it would make more sense to choose a natural route loosely following the powder river drainage from Keating to North Powder instead of the hilly terrian of the current alternative route.	6	30	Routing	Route not Identified in IPC Siting Study	2 Approach to Siting; Appendix A Constraints and Opportunities	NFA	This route suggestion has been reviewed and due to the Powder River's designation as a Wild and Scenic River and an Area of Critical Environmental Concern this location is not feasible. Additionally, prime agriculture land surrounds the Powder River. Wild and Scenic Rivers, Areas of Critical Environmental Concern and prime farmland are all considered siting exclusion and/or high avoidance areas.
25	10171	11/26/2008 0:00	W ANTHONY CECH	I ask that the parties consider any and all alternate routes that stay away from the prime farmland in the center of this very productive valley.	2	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region, Segment MA3-MA7	3.3.14 Snake River Valley Region	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
29	10188	11/26/2008 13:22	WYN LOHNER;ROBIN LOHNER	Take the line through the range land east of Magpie Peak, along the Salt Creek drainage, and then through the uninhabited range land up toward the Keating cutoff. The line can then travel toward Pleasant Valley	5	30	Routing	Most Closely Associated with Siting Study Figure 4-1, Virtue Flat Alternative	3.3.8 Interpretive Center Region	NFA	This route suggestion has been reviewed and due to the Powder River's designation as a Wild and Scenic River and an Area of Critical Environmental Concern and Sage-grouse lek 2-mile buffers to the east of Magpie Peak, this location is not feasible. Additionally, prime agriculture land surrounds the Powder River. Wild and Scenic Rivers, Areas of Critical Environmental Concern and prime farmland are all considered siting exclusion and/or high avoidance areas. Sage-grouse lek 2-mile buffers are ODFW Category 1 Habitat for which there is no mitigation.
35	10200	11/26/2008 13:06	PEGGI TIMM	move all the towers to the Idaho side of the river and string them to your hearts content on Idaho property,	3	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes S18, S13, S6, C13, S25	3 Siting; 3.4 Alternative Routes	NFA	
37	10200	11/26/2008 13:06	PEGGI TIMM	follow the map issued at an early January 2008 date from Boardman to Heppner to Farewell Bend to Boise	5	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route C6-N4- G1-S6	3 Siting	NFA	
40	10223	11/26/2008 12:29	ROSE OWENS	Durkee to Malhuer County Line Within the corridor, the closer to I-84 the better, the west side of the interstate is better than the east side due to sage-grouse and mule deer in winter range	18	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 33-37, north of Proposed Route MP 180-205	2 Approach to Siting; 4.1 Proposed Route Description by County	NFA	IPC's 12-6 Propose Route follows the I-84 corridor as closely as possible factoring in existing terrain (construction difficulty) and environmental constraints.
51	10236	12/1/2008 0:00	HAL D FRANKLIN	There is forest service land to the south that this line could be moved to.	4	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 23, west of Proposed Route MP 126	2 Approach to Siting: 4.1 Proposed Route Description by County	NFA	IPC 12-6 Proposed Route approximately 2.3 miles northeast of commenter's parcel.

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52	10239	12/1/2008 0:00	MICKEY BASSETT;JUDY BASSETT	Malheur County contains much BLM land that could be routed through at no peril to personal real property owners.	6	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
56	10247	12/2/2008 0:00	JAMES R CONANT;JILL ANN CONANT	Surely you can find an alternative route that doesn't go through farm land or ruin our beautiful views of our rivers, mountains and wildlife.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
66	10271	12/2/2008 9:39	ROGER CORRIGALL	viable alternative...This route would travel west from Hemingway along an existing utilities corridor on public lands turning north, leaving the corridor towards Vines Hill crossing the Malheur River at the narrows just east of Little Valley, Oregon. Then, continuing north staying west of the farm ground in the Willow Creek, Jamison, and Brogan areas.	6	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the farmland in Malheur County
71	10281	12/2/2008 10:11	BRIAN HALCOM	The county of Malheim has a proposed alternative corridor that would move the line to the West over BLM grazing land. This is the proposal that I am recommending.	3	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S19, S20	3.3.10 Burnt River Region, 3.3.11 West of Vale Region	NFA	IPC's 12-6 Proposed Route is now located west of the farmland in Malheur County
76	10292	12/2/2008 10:54	REID SAITO	There are thousands of acres of dry, high desert land surrounding the small pocket of irrigated farm land in Malheur County. The environmental footprint of a tower located on the desert land is insignificant compared to what it would be if located on the highly productive irrigated lands.	7	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
78	10299	12/2/2008 0:00	ALAN M INSKO	To place the line along the Southern edge of the corridor would have the least impact on our or the neighbors	1	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route N8	3.3.4 Pilot Rock Region	NFA	
79	10299	12/2/2008 0:00	ALAN M INSKO	Two interstate fiber optic cables run along the northern edge of your corridor (world com and level 3)	2	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route N8	3.3.4 Pilot Rock Region	NFA	
80	10299	12/2/2008 0:00	ALAN M INSKO	Placing the line along the Southern edge would have the least esthetic impact on our property	3	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route N8	3.3.4 Pilot Rock Region	NFA	
83	10306	12/2/2008 0:00	HAL D FRANKLIN	If the corridor was moved to either the North or the South, this would eliminate a lot of worries to half a dozen landowners.	3	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 23, west of Proposed Route MP 126	4.1 Proposed Route Description by County	NFA	IPC 12-6 Proposed Route approximately 2.3 miles northeast of commenter's parcel.
85	10311	12/2/2008 0:00	JIM KIMBERLING	There is a route on the Oregon side that avoids both Malheur Bulle and the valley crossings. Starting at the proposed route's first crossing of the State Line coming from Hemingway, continue paralleling the existing 500 kV line west until after it crosses the Owyhee River, then head northwest to cross Highway 20 at Vines Hill, then continue northwest along the foot of Cottonwood Mountain to cross Highway 26 at Brogan Hill, then turn northeast to connect to the 1-84 corridor in Baker County.	4	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 36-51, MP 200-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is very similar in concept to commenter's suggestion.
86	10311	12/2/2008 0:00	JIM KIMBERLING	substation site can yet be found in Malheur County (Succor Creek or Moores Hollow) or Baker County (Huntington area) that could	5	30	General	NA	NA	NFA	Route suggestion no longer applicable as Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
87	10311	12/2/2008 0:00	JIM KIMBERLING	A route that shifts some of this burden is a combination of going north between Marsing and Lake Lowell directly to Sand Hollow, plus going north from Sand Hollow to the Payette River and then west to Oregon. This eliminates most of the farm land crossings in Oregon, although increasing them in Idaho, and eliminates the Malheur Butte concerns. It is also about 17 miles shorter than the proposed route	6	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region, Segment BA17-WA1-PA1-PA2-OW2	3.3.14 Snake River Valley Region	NFA	The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.

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88	10312	12/2/2008 0:00	JOHN PRECHT	The line should be placed on the land on th southern section of the area noted or nearer the existing transmission line as it finds it way through htis section of Owyhee County	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 50-55, Proposed Route MP 276-300	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is very similar in concept to commenter's suggestion.
91	10326	12/2/2008 0:00	WENDY G FRANKLIN	Please consider moving the line to the south to take advantage of public lands and to avoid private parcels	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 23, west of Proposed Route MP 126	4.1 Proposed Route Description by County	NFA	IPC 12-6 Proposed Route approximately 2.3 miles northeast of commenter's parcel.
92	10327	12/2/2008 0:00	RESIDENT	The proposed line is simply not needed in that location. The lines could have been brought across the Snake River near other Idaho Power facilities on the Snake River and taken down the Idaho side through the Midvale, Idaho, area.	8	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S6	3.3.14 Snake River Valley Region; 3.4 Alternative Routes	NFA	
94	10352	12/2/2008 9:41	THERESE A URE	it would be best to place the transmission line in the state easement next to Highway 207, less farm land will be allected and Ashbeck's home will not be directly next to the lines.	3	30	Routing	Most Closely Associated with Siting Study Figure 4-1, Bombing Range South Alternative (MP30-MP40)	3.3.1 Boardman Region	NFA	IPC's 12-6 Proposed Route no longer crosses lands referenced by commenter. Highway 207 runs north/south, proposed transmission line runs east/west
98	10387	12/3/2008 0:00	REID SAITO	There are thousands of acres of dry, high desert land surrounding the small pocket of irrigated farm land in Malheur County. We urge you to look into using existing utility corridors where the impact on the livelihood of our families will not be so detrimentally impacted.	8	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
100	10392	12/3/2008 0:00	TOM WILKE;JENINE WILKE	From the Hemingway Substation run the transmission line north along the existing 230kV transmission line right of way.	5	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S18, S7	3.3.14 Snake River Valley Region	NFA	
101	10392	12/3/2008 0:00	TOM WILKE;JENINE WILKE	If Idaho Power elects to follow the PacifiCorp route, they need to traverse the PacifiCorp transmission line to avoid prime farm land, expensive litigation and expensive right-of-way acquisition.	6	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 50-55, Proposed Route MP 276-300	4.1 Proposed Route Description by County	NFA	
105	10394	12/3/2008 0:00	ELWOOD WIRTH	I am much opposed to the Alternate route as it passes directly through the most developed part of Durkee Valley at the 184 Exit 327 interchange. This area includes the only commercial development in the Durkee community and is also the location of 120 acres of the only land zoned for commercial, industrial, or residential development in the area.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 32-33, southwest of Proposed Route MP 176-185	2 Approach to Siting	NFA	IPC's 12-6 route is now located northeast of the Durkee Valley.
111	10412	12/3/2008 0:00	MATT FRANKLIN;DAISY FRANKLIN	We employ you to look at moving the lines to the north east, onto public property.	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 23, west of Proposed Route MP 126	4.1 Proposed Route Description by County	NFA	IPC 12-6 Proposed Route approximately 2.3 miles northeast of commenter's parcel.
117	10423	12/3/2008 0:00	VICKI T WARES (DOUBLE DIAMOND RANCH)	The proposed B2H-IP line will highly impact the Oregon Trail National Interpretive Center and its viewshed. If, however, the proposed route is modified with the short, <2 mile loop under the Interpretive Center, that impact will be considerably lessened. Many think that the viewshed will remain virtually intact.	7	30	Routing	Most Closely Associated with Siting Study Figure 3.3.8-1 Interpretive Center Region, Segment BA4-BA8	3.3.8 Interpretive Center Region	NFA	Address use of 230kV for short distances in EIS under underground alternatives along with cost, reliability, lack of existing lines and other issues associated with underground 500kV lines in EIS under underground alternatives.
118	10425	12/3/2008 0:00	W. KIRK WILLIAMS	if the proposed power line is placed in the vicinity of and parallel to the existing utility rights-of-way that already exist on Map 21 in the red corridor, or easterly therefrom, then no impact will be had on the Project Site.	2	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S17 (north end)	3 Siting	NFA	IPC's 12-6 Proposed Route does not impact T15s, R45E.
119	10425	12/3/2008 0:00	W. KIRK WILLIAMS	If the final placement of the power lien right-of-way is close to the existing utility corridors that cross the SW corner of parcel 15S45E00900, then the Company would have no objection to the placement of additional power lines.	3	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S17 (north end)	3 Siting	NFA	IPC's 12-6 Proposed Route does not impact T15s, R45E.

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122	10428	12/3/2008 0:00	NED ENYEART	why not cross the river at the Dam sites, where Idaho Power already has facilities?	4	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 48 Proposed Route MP 262	3 Siting	NFA	IPC's 12-6 Proposed Route crosses the Owyhee River near the Dam.
123	10428	12/3/2008 0:00	NED ENYEART	I would like to see a redraw with most of the route through the desert or thru the Midvale, Id route	6	30	Routing	Most Closely Associated with Siting Study Figure 3.3.11-1 West of Vale Region and Figure 3.1-1, CAP Route S6	3.3.14 Snake River Valley Region; 3.4 Alternative Routes	NFA	
125	10446	11/10/2008 0:00	VIVIAN M ZIKMUND	Why do these lines have to go through the heart of Durkee, with so much range ground away from dwellings?	4	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 32-33, southwest of Proposed Route MP 176-185	2 Approach to Siting	NFA	IPC's 12-6 route is now located northeast of the Durkee Valley.
126	10447	12/3/2008 0:00	WENDY G FRANKLIN	please consider moving the line to the south to take advantage of public lands and to avoid private parcels.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 23, west of Proposed Route MP 126	4.1 Proposed Route Description by County	NFA	IPC 12-6 Proposed Route approximately 2.3 miles northeast of commenter's parcel.
127	10448	12/3/2008 0:00	WENDY G FRANKLIN	Franklin property and adjacent private properties - please consider moving the line to the south to take advantage of public lands and to avoid private parcels.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 23, west of Proposed Route MP 126	4.1 Proposed Route Description by County	NFA	IPC 12-6 Proposed Route approximately 2.3 miles northeast of commenter's parcel.
128	10450	12/3/2008 0:00	JAY CHAMBERLIN (OWYHEE IRRIGATION DISTRICT)	Owyhee Irrigation District strongly encourages BLM, Idaho Power, and other entities involved to look at alternate sites for the proposed transmission line and utility corridor which would go around the Owyhee Irrigation District boundaries.	3	30	Routing	NA	2 Approach to Siting	NFA	
129	10455	12/3/2008 0:00	DEBBIE BRUNING	The most absurd part of this whole project is why the lines are not being put on BLM land which is about 1.5 miles to the west of us. There are existing lines there, and they are not intruding on anyone.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 50, northeast of Proposed Route MP 273	3 Siting	NFA	IPC 12-6 Proposed Route is now located south of the existing 500kV PP&L line mainly on BLM lands.
130	10458	12/3/2008 0:00	CHRISTINA BONADIMAN	I,like many others feel this line can be located on ELM land either to the west of Vale,Oregon or in Idaho east of Payette.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
131	10459	12/3/2008 0:00	JOHN FAW (WALDO REAL ESTATE)	if not, why not locate them on low value and less visible lands that this county has an abundance of?	6	30	Routing	NA	2 Approach to Siting	NFA	
132	10460	12/3/2008 0:00	JULIE SHELTON;RALPH A JR SHELTON	Why don't you put that transmission line up high on the steppes' up on BLM land? Why couldn't it be on the Oregon side out in the desert? You could still run everything out from there over to the Idaho side to service the Sand Hollow, Payette area with the smaller feeder lines.	9	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region, Segment MA3-MA7	3.3.14 Snake River Valley Region	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County. The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
135	10465	12/3/2008 0:00	DENNIS FRANKLIN	If the proposed transmission line was moved to either the North or the South, it would be located on public lands. It would eliminate the need to cross and or disrupt half a dozen property owners and there cabins.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 23, west of Proposed Route MP 126	4.1 Proposed Route Description by County	NFA	IPC 12-6 Proposed Route approximately 2.3 miles northeast of commenter's parcel.
140	10473	12/3/2008 0:00	WALLY KIMBALL	Why is it necessary to cross Snake River twice to get to Sandhollow Substation. Simply place the Substation on West side of Snake River. Or, cross and re-cross Snake in same location.	1	30	Routing	NA	NA	NFA	The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
142	10476	12/3/2008 0:00	DAN JOYCE	The proposed corridors do not meet the requirements of ORS 215.275 for the consideration of alternative corridors. The preferred and the one alternative corridor corssing Hwy 20-26 and adjacent to Malheur Butte contained in the NOI run parallel to each other. Additional alternative corridors located on less intensively farmed and lower value farm land, and federal lands should be submitted by Idaho Power and reviewed by FFSC.	6	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region, Segment MA3-MA7	3.3.14 Snake River Valley Region	NFA	

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144	10488	12/3/2008 0:00	ROD PRICE;PATTIE PRICE	Map #1 - suggested route if both substations are deemed necessary due to Idaho growth.	9	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S18, S13, S6	3.3.14 Snake River Valley Region	NFA	
145	10488	12/3/2008 0:00	ROD PRICE;PATTIE PRICE	Map # 2 - suggested route if substations are not deemed necessary but allow the line to go close enough to the Wind Farm between Baker and North Powder, Oregon so it can be used as part of the power grid.	10	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S19, S20	3.3.10 Burnt River Region, 3.3.11 West of Vale Region	NFA	The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project. IPC's 12-6 Proposed Route is similar in concept to Map #2.
146	10525	12/2/2008 0:00	MAXINE TERAMURA;KEN TERAMURA	Consider going over to the eastside of the Malheur Butte or desert land of Idaho with is closer to Sand Hollow exit	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	(NOTE: Believe commenter meant "westside" of Malheur Butte) IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County. The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
150	10682	12/2/2008 0:00	BRUCE R CORN	There are alternative routes more suitable located to the west on public ground that would mitigate the damage the proposed route would cause.	12	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
151	10712	12/2/2008 0:00	KEN TERAMURA	Consider going over to the eastside of the Malheur Butte or desert land of Idaho which is closer to Sand Hollow exit.	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	(NOTE: Believe commenter meant "westside" of Malheur Butte) IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County. The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
153	10717	12/2/2008 0:00	GARY SPARKS;JUDY SPARKS	please consider the alternate project route being proposed by the Malheur County Court and Planning Department. It avoids exclusive farm use lands to the most feasible extent.	8	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County.
155	10733	12/2/2008 0:00	GARY PEARSON	A corridor could run south and west of Adrian and turn North to Bully Creek and along Cottonwood Mountain on into Forest Service land. Again, this route would be almost all on public land managed by the BLM and would bypass human activity and avoid all of the historical, aesthetic, health, land value, and social elements mentioned above.	15	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route C6	3.4 Alternative Routes	NFA	
162	10779	12/3/2008 0:00	A FERRERIN	Lead this line through Idaho	1	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes S18, S13, S6, C13, S25	2 Approach to Siting; 3.4 Alternative Routes	NFA	
170	10991	12/2/2008 0:00	JEFF HESS;LINDA HESS	The actual location of the power transmission towers and lines must be moved approximately 1mile west of the westerly corridor border line shown on the Idaho Power map labeled Appendix G-3 (August 2008) from a point north of the town of Adrian to a point a few miles north of the proposed Hemingway substation. I have attached the Appendix G·) with a dashed line delineating the location that would be acceptable. (see letter)	1	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region, Segments PA1-OW1 and MA3-MA7	3.3.14 Snake River Valley Region	NFA	IPC's 12-6 Proposed Route is now located west of the EFU farmland in Malheur County. At the closest point, IPC's 12-6 Proposed Route is 9.5 miles south of Adrian.
172	10992	12/2/2008 0:00	ROGER FINDLEY;JEAN FINDLEY	or else a route going west of Vale, Oregon, on BLM-managed and to the north to connect to Baker County should be used.	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 39-51, MP 213-277	4.1 Proposed Route Description by County	NFA	
173	10992	12/2/2008 0:00	ROGER FINDLEY;JEAN FINDLEY	We request that BLM work with Idaho Power and local citizens to develop other options for line placement.	3	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	2 Approach to Siting: 3 Siting	NFA	
175	11529	12/11/2008 0:00	HAROLD J BASHAW;PATRICIA R BASHAW	Alternative Route needed- south from sand hollow to midvale (not in Oregon pioneer)	1	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S6	3.3.14 Snake River Valley Region; 3.4 Alternative Routes	NFA	
180	11542	12/11/2008 0:00	HAL D FRANKLIN	Proposed route was shifted to the North or to the South, this would eliminate tresspassing concerns. Also if it were shifted, it would be closer to the FS roads in case of fire or other emergencies	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 23, west of Proposed Route MP 126	4.1 Proposed Route Description by County	NFA	IPC 12-6 Proposed Route approximately 2.3 miles northeast of commenter's parcel.

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186	11553	12/12/2008 0:00	ANITA WEST	Route be at least, moved to the east, to a location behind the Interpretive Center.	5	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 28, Proposed Route MP 153-157	3.3.8 Interpretive Center Region; 4.1 Proposed Route Description by County	NFA	
187	11555	12/12/2008 0:00	HAL D FRANKLIN	Public land to the South if the lin was moved	3	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 23, west of Proposed Route MP 126	4.1 Proposed Route Description by County	NFA	IPC 12-6 Proposed Route approximately 2.3 miles northeast of commenter's parcel.
189	11559	12/12/2008 0:00	JAMES CARTER	Route along the E side of the Powder River w/ in a 1 mi corridor of the scenic river in grazing land	2	30	Routing	Route not Identified in IPC Siting Study	2 Approach to Siting; Appendix A Constraints and Opportunities	NFA	This route suggestion has been reviewed and due to the Powder River's designation as a Wild and Scenic River and an Area of Critical Environmental Concern this location is not feasible. Additionally, prime agriculture land surrounds the Powder River. Wild and Scenic Rivers, Areas of Critical Environmental Concern and prime farmland are all considered siting exclusion and/or high avoidance areas.
191	11587	12/12/2008 0:00	KEVIN CLARICH	There are other routes available and we hope that you will consider them as they go through more of the BLM established right of ways and through areas of sagebrush not through the farm ground.	6	30	Routing	Most Closely Associated with Siting Study Figure 3.3.11-1 support West of Vale Region Routes	3.3.11 West of Vale Region	NFA	
192	11595	12/11/2008 0:00	EDWARD G NICHOLS;SHERRY A NICHOLS	Suggest moving the new line north of the freeway.	1	30	Routing	Most Closely Associated with Siting Study Appendix E, Map 30-32, Proposed Route MP 164-174	3.3.10 Burnt River Region	NFA	
193	11596	12/11/2008 0:00	SUSAN M KURTH	All other routes to be given your full attention!	4	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Routes	3 Siting	NFA	
197	11615	1/9/2009 0:00	CARLA MCLANE	In a review of both the preferred and alternative routes for the proposed transmission line two other zoning areas in Morrow County could be traversed depending on the final route chosen Space Age Industrial (preferred route) and General Industrial (preferred and alternative route).	1	30	General	NA	3.3.1 Boardman Region	NFA	
200	11619	1/12/2009 0:00	ROGER FINDLEY;JEAN FINDLEY	Construct the 500 kV line entirely in Idaho for the portions it would have been in Malheur County. We recommend that this alternative, which would have no 500 kV transmission line in Malheur County, Oregon, be analyzed in full. The 500 kV transmission line would originate in Idaho and stay in Idaho until it would pass into Oregon in the vicinity of Farewell Bend/Huntington. This route also includes access to Sand Hollow Substation entirely within Idaho, as had been considered by Idaho Power but rejected.	13	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S6, S13	3.3.14 Snake River Valley Region	NFA	The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
201	11619	1/12/2009 0:00	ROGER FINDLEY;JEAN FINDLEY	...a loop similar to that proposed in the TVEP could be constructed which would put substations in different locations on the perimeter of the loop rather than at Sand Hollow and could avoid the population and farming areas of Canyon and Payette Counties in Idaho and Malheur County in Oregon.	15	30	General	NA	NA	NFA	The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
202	11619	1/12/2009 0:00	ROGER FINDLEY;JEAN FINDLEY	SIP recommends a full analysis of an alternative for the B2H transmission line solely in Idaho in order to compare impacts on the various locations of farm lands.	16	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route C13, S25	1.2 Project Overview; 3.4 Alternative Routes	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
203	11619	1/12/2009 0:00	ROGER FINDLEY;JEAN FINDLEY	Follow the existing utility corridor identified in the SEORMP to Grassy Mountain, then turn north toward Cottonwood Mountain and proceed north to Huntington Junction, at which point the line could go north through Baker County and bypass entirely the town of Durkee or could turn east to Interstate 84 and then follow the currently proposed route.	12	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 36-51, MP 200-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is very similar in concept to commenter's suggestion.

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204	11620	1/12/2009 0:00	KATHY ALDER	We question the need to jut into Canyon County to reach Sand Hollow when it appears more efficient and cost effective to continue the route straight alone the river south to its destination.	1	30	Routing	NA	NA	NFA	Route suggestion no longer applicable as Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
206	11623	1/12/2009 0:00	ROB WAGSTAFF	There are thousands of acres of dry, high desert land surrounding the small pocket of irrigated farm land in Malheur County. We urge you to look into using existing utility corridors where the impact on the livelihood of our families will not be so detrimentally impacted.	7	30	Routing	Oppose Siting Study Figure 3.3.14-1 Snake River Valley Region Routes; Support Figure 3.3.11-1 West of Vale Region Routes	3 Siting	NFA	IPC's 12-6 Proposed Route mostly avoids irrigated land in Malheur County.
207	11624	1/12/2009 0:00	RICK MENDIVE;WANETA MENDIVE	I know one area of possibility is the open range desert just a few miles west of where we and most of our neighbors live.	4	30	Routing	Oppose Siting Study Figure 3.3.14-1 Snake River Valley Region Routes; Support Figure 3.3.11-1 West of Vale Region Routes	3 Siting	NFA	
208	11627	1/12/2009 0:00	ROGER FINDLEY;JEAN FINDLEY	we suggest that the Sand Hollow Substation be moved, since it has not been built yet, from its currently projected location to a new location north of Payette in the uninhabited foothills there. It could easily connect to the Pearl Substation by going over very little farmland and residences.	1	30	General	NA	NA	NFA	Route suggestion no longer applicable as Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
209	11627	1/12/2009 0:00	ROGER FINDLEY;JEAN FINDLEY	We strongly suggest then that the loop on the west side of the valley near Adrian, Nyssa, and Ontario, Oregon, follow the PPG 500 kV line coming out of the Hemingway Substation to Grassy Mountain (10 miles west of Adrian), then turn and go north to Huntington Junction. The transmission line could then go east behind the hills at Weiser and veer south to connect with the re-located Sand Hollow Substation north of Payette (see attached map)	2	30	Routing	Most Closely Associated with Siting Study Figure 3.4-7 Segments MA6- MA5-MA2-BA16-BA17-WA1-PA1	NA	NFA	Route suggestion no longer applicable as Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
214	11633	1/12/2009 0:00	VICKI T WARES	It cannot be denied that the proposed B2H-IP line stands to impact the Oregon Trail National Interpretive Center and its viewshed. If, however, the proposed route is modified with the short, &lt2 mile loop under the Intepretive Center, that impact will be considerably lessened.	3	30	Routing	Most Closely Associated with Siting Study Figure 3.3.8-1 Interpretive Center Region, Segment BA4-BA8	3.3.8 Interpretive Center Region	NFA	Address use of 230kV for short distances in EIS under underground alternatives along with cost, reliability, lack of existing lines and other issues associated with underground 500kV lines in EIS under underground alternatives.
215	11639	1/12/2009 0:00	THOMAS E PHILLIPS	The proposed substation at Sand Hollow should be moved to North of Payette, Idaho.	6	30	General	NA	NA	NFA	The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
217	11642	1/14/2009 0:00	VIVIAN M ZIKMUND	consider Morman Basis for an alternative route through Baker County for the Boardman Hemingway project. The Mormon Basin 7.5 minute quadrangle, Baker and Malhuer Counties, are centered about 25 miles southeast of Baker City, in the southeastern part of the Blue Mountains. Gravel and dirt roads enter the quadrangle from the north,east, and south. The land supports mainly rangeland grasses and brush, and scattered patches of pine and fir trees. Industries in the region are chiefly cattle ranching and occasional timber production, and placer gold mining.	1	30	Routing	Most Closely Associated with Siting Study Figure 3.4-7 Segments BA16-BA20	3 Siting	NFA	BA16-BA20 while feasible did not connect to other feasible route alignments such as Onion Creek Region.
219	11655	2/5/2009 0:00	DAN SILVERIA	New transmission line coming from Boardman could go straight south as proposed by the BLM and tie into existing easements, give Idaho Power the infastructure for the new treasure valley grid, and eliminate most interference with prime farmland.	3	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region	3.3.14 Snake River Valley Region	NFA	The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
220	11655	2/5/2009 0:00	DAN SILVERIA	Idaho Power should route their 500 Megawatt line west and south of prime farmland in Malheur County, thus minimizing economic, environmental, and personal hardship.	4	30	Routing	Most Closely Associated with Siting Study Figure 3.3.11-1 West of Vale Region, Segment MA2-MA5	3.3.11 West of Vale Region	NFA	
221	11657	2/5/2009 0:00	FRED TRENKEL;PAT TRENKEL	New proposal to move the 500kV line west of Vale, then loop up to Wesier and behind Payette to a substation and then over to Emmett	1	30	Routing	Most Closely Associated with Siting Study Figure 3.4-7 Segments MA5-MA2-BA16-BA17-WA1-PA1	NA	NFA	Route suggestion no longer applicable as Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.

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	2008 Letter Number	Date Letter Received	Commenter	Comment	Scoping Letter Comment Number	Scoping Comment Category	*Routing, Structure, Energy, General*	Associated With Route Identified Below	Further Discussion in Siting Study Section(s) Identified Below		
223	11659	2/18/2009 0:00	KATIE FITE	We have recently received Burley BLM Wind Project (MET tower) scoping documents that appear directl linked to this. It appears this line is being built to facilitate sch projects mapping shows the line southern path in this area. We again requet that t follow the freeway and not fragment and destroy new areas. In the vicinity of SE Iaho please consider instead following the freeway to Salt Lake nd then heading north along exisg routes. If the ³Need² is really because there is more demand at certain time then adding more lines in existing corridors should rectify that	19	30	General	NA	NA	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
225	11667	2/19/2009 0:00	JAMES SMITH;JUDITH SMITH	Instead, route the transmission lines outside of the city of Parma's area of impact so future residential and commercial growth and development can occur.	2	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region, Segments PA1-OW1 and MA3-MA7	3.3.14 Snake River Valley Region	NFA	
227	11673	2/19/2009 0:00	ROGER AND MICHELLE REDDING	We strongly urge you to put your efforts into moving this preferred route to the south side of the existing power lines on public property.	1	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region, Segments MA7-OW1	3.3.14 Snake River Valley Region	NFA	IPC's 12-6 Proposed Route is located south of the existing 500kV PacifiCorp line on public land.
229	11677	2/19/2009 0:00	ROGER KIESTER	If the present west corridor line could be moved 2,000 feet or less to the west this would be out of the way of the district and patrons concerns. The corridor would line up with the west side of the South Canal at the tunnel outlet number five, four miles south of Adrian, Oregon. If the line could stay on the west side of the South Canal it would run 5 miles south and cross the BPL corridor. Following the south side southeast BPL corridor would eliminate any concerns from the District and in turn eliminate concerns from patrons.	1	30	Routing	Most Closely Associated with Siting Study Figure 3.3.14-1 Snake River Valley Region, Segments MA7-OW1	3.3.14 Snake River Valley Region	NFA	IPC's 12-6 Proposed Route is located south of the existing 500kV PacifiCorp line and almost entirely south of the South Canal
230	11678	2/19/2009 0:00	ROGER FINDLEY	Alternative 4 We are proposing that the portion of the TVEP loop which is shown to pass behind and east of Boise be built to Sand Hollow, with the B2H line then going north through Idaho east of Payette, behind Weiser and over to Oregon. Hemingway Substation would still be built but would connect to Sand Hollow Substation from the east rather then the west.	1	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S13	3.4 Alternative Routes; 3.3.14 Snake River Valley Region	NFA	Does not meet Project Purpose and Need, see Section 2 of POD. The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.
243	300014	12/11/2008 0:00	ROGER FINDLEY;JEAN FINDLEY	Hemingway to Boardman via the eXisting PP&L corridor to Grassy Mountain in the Vale District, then north to the base ofCottonwood Mountain, then north to Huntington Junction and to Baker County, with the most environmentally feasible route to Baker City selected by BLM and Idaho Power. This alternative needs to be analyzed for the comparison of impacts to natural resources in Malheur County versus impacts to inhabited and farm use-zoned lands in the county.	2	30	Routing	Most Closely Associated with Siting Study Appendix E, Maps 36-51, MP 200-277	4.1 Proposed Route Description by County	NFA	IPC's 12-6 Proposed Route is very similar in concept to commenter's suggestion.
244	300014	12/11/2008 0:00	ROGER FINDLEY;JEAN FINDLEY	Hemingway to Sand Hollow to Farewell Bend to Boardman, bypassing Malheur County entirely and keeping the line completely in Idaho to Farewell Bend.	3	30	Routing	Most Closely Associated with Siting Study Figure 3.1-1, CAP Route S6, S13	3.3.14 Snake River Valley Region	NFA	The Sand Hollow Substation is no longer a part of the Boardman to Hemingway Project.

Original Seq. Cmt. No.	Comments in Response to 2010 Scoping					Comment Type	Location	Route Characterization				Analysis				EIS Recommendation	Comment	Hyperlink
								General		*Route*								
	Letter Number	Commenter	Comment	Letter Comment Number	Scoping Report Comment Category	*Routing, Structure, Energy, General*	Location Relative to IPC Proposed Route Mile Postings	Concept - Not Location Specific	Clearly defined - No Specific Route Location	Alternate Route Alignment Submitted/ Suggested	Suggests Micro-siting	Develop Route from Description	Prepare Figure Map	Prepare Comparative Table	Suggest IPC Follow Up			
1	4005	MICHAEL MCALLISTER	I have attempted to more specifically delineate the two modified C-21 routes onto three USGS. (1:24,000 scale) topographic quad maps. I have drawn the two routes on as best as I can interpret them.	3	30	General	MP 109 - MP 126	N	N	Y	N	Y	Figure 4005	Y	Y	Analyze Optimized Proposed and Alternative Routes in Glass Hill vicinity then Consider in Detail or as CBE in EIS	See Figure 4005 for 2 routes locations in the Glass Hill Vicinity - 4005 NE and 4005 SW. 1. 4005 NE route similar to initial CAP Route C11 and considered during Siting. Route eliminated due to need to cross Ladd Marsh WMA when heading south from La Grande vicinity. It is an exclusion area under OR EFSC criteria (See OAR 345-022-0040 Protected Areas Standard, letter p). See B2H website: Idaho Power > Community Advisory Process > Maps > Maps Archive; Scroll down to "Initial Proposed Routes - Fall 2009". Select 'Route C11' and 'Route C11 Preliminary Evaluation'. See also Siting Study Figure 3.4-7 for Permitting Analysis - note segment UN1 - UN3. However, due to multiple comments suggesting a route parallel to the 230kV through Union County southwest of La Grande, include route alternative UN1-UN3 as CBE in EIS.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C11' and 'Route C11 Preliminary Evaluation'.
10	5023	DICK FLEMING	A power line in a lower valley is less objectionable to people and is less of a threat to the sage grouse. To lessen the impacts on the people and the Sage Grouse, it is necessary to find a reduced visibility alignment. I have attached a map showing an alternative alignment. This alignment from Durkee NNW to near the existing power line on the south side of the Keating Valley minimizes the negative effects on people due to view degradation.	3, 4	30	General	NA	N	N	Y	N	Y	Figure 5023	Y	Y	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	See response to Letter 5013, Comment 1.	
61	5161	ROBERT DALE MILLER	routing the line northerly on Glass Hill until it intercepts with the present Bonneville transmission line. There is an open area that runs northerly which would accommodate this goal. (See Map #2)	7	30	Routing	MP 109 - MP 124	N	N	Y	N	Y	Figure 5161 7-30	Y	Y	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	Map # 2 submitted by commenter georeferenced and digitized. Route alignment avoids Ladd Marsh Wildlife Area but comes into close proximity with many homes. See response to Letter 4005, Comment 3.	
68	5175	TERRY M ANDERSON	If the line could be moved one quarter to one half mile south (map 3 of 11, between reference points 84 & 85, TISR33E Sec 12 and TISR34E Sec 7)it would actually be on more accessible terrain with no permament residences impacted.	3	30	Routing	MP 84 - MP 85	N	N	N	Y	Y	Figure 5175	N	Y	Analyze Alternative Route in Detail in EIS	There are no environmental constraints prohibiting the shift of the transmission line south between MP 84 - MP 85 approx 0.25--0.5 miles to maximize distance from residences. IPC should follow up with the landowners in this area.	
98	5209	CHUCK BUCHANAN;CHERYL BUCHANAN	We would like to see the line follow the top of the ridge west of Sisley Creek, between Sisley Creek and Pierce Gulch. It would then cross Plano Road and continue up the ridge through our hill pasture. At the upper, or north end of our fields, which have been in the past, and will be in the future, planted, the line would turn west/northwest and enter property owned by Dick D'Ewart.	1	30	Routing	East of MP184 - MP 188	N	N	N	Y	Y	Figure 5209	Y	Y	Pending	Property believed to be 12S44E00900 - located between Pierce Gulch and Sisley Creek under name BUNCH, RODD D ETAL. Route suggestion sketched in. Similar to other routes considered and being considered in this location. Collaborate with IPC on optimized route.	
105	5224	ROB ALWARD	include a BLM-designated right-of-way corridor which has been approved in the Vale District's 2002 Southeastern Oregon Resource Management Plan and Record of Decision document. The corridor I speak to traverses the Owyhee River down-straeam from Owhyee Reservoir Dam at the further-most northern location of BLM-administered lands on the river before the river enters large tracts of private lands... IP needs to include this designated corridor -- or lest part of it -- in no less than two of its alternatives to be environmentally assessed when required NEPA documentation is conducted regarding its proposed transmission line. It follows, too, this right-of-way corridor should be included in IP's application for its proposed transmission line.	1	30	Routing	North of MP 250 - MP 273	N	N	Y	N	Y	Figure 5224	Y	N	Analyze Alternative Route in Detail in EIS	Identifies a second utility corridor in Vale District that was not previously analyzed.	

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109	5228	FOR THE GIRLS LLC	The current primary and alternative routes proposed at the public scoping meetings (specifically near the Glass Hill Alternative in Union County) should be modified to run adjacent to or near the existing power lines and other utility easements between the Grande Ronde River (near I-84 Hilgard Junction) and La Grande (taking into account the proximity limitations necessitated by applicable regulation)... A map of the proposed route change is attached hereto as a PDF file... This route modification would impact several land parcels held by For The Girls LLC, which already carry numerous utility easements (i.e., Bonneville, Williams Gas, Chevron, Level 3 Communications, Verizon, etc.). For The Girls LLC desires and prefers that the B2H transmission line run along the existing easements on those properties, and is amenable to working with appropriate authorities throughout this process.	1	30	Routing	East of MP 109 - MP 119	N	N	Y	N	Y	Figure 5228	Y	Y	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	Alternative Route shown on Figure 5228 and others in the Glass Hill Area should be evaluated in the EIS. See response to Letter 4005, Comment 3.	
134	5257	COLLEEN FAGAN	the Glass Hill alternative route from TM 5 to 10 be revised. ODFW recommends that this alternative route be drawn from the proposed route at TM 117 to the Glass Hill alternative route at TM 10. This alternative pulls the transmission line out of the valley, upper winter range, and the Ladd Marsh Wildlife area and avoids January Meadow and the important wetland lake.	13	30	Routing	Glass Hill Alternative	N	N	Y	N	Y	Figure 5257 13-30	N	Y	Consult with IPC to Determine Optimized Route Given Concern for Winter Range January Meadow Analyze Optimized Routes in Detail in EIS	See response to Letter 4005, Comment 3.	
136	5257	COLLEEN FAGAN	Segment 4- Baker County The section of the proposed route from the Union County line to Highway 86 has the potential to negatively impact sage-grouse. The northern portion of the corridor near Magpie Peak crosses intact sagebrush habitat and is within 2 miles of several sage-grouse leks. Though the proposed route does follow an existing transmission line from I-84 south to OR 203, it would be placed outside the existing ROW. Therefore, the further west the power line is sited along this corridor the better. Where possible, the line should be sited to avoid sagebrush and placed in lower elevation, developed areas to minimize impacts to sage-grouse, big game winter range, and other sagebrush dependent species.	17	30	Routing	MP 137 - MP 157	N	N	Y	N	Y	Figure 5257 17-30	Y	N	Analyze Route that Avoids Magpie Peak ACEC in EIS	The Baker Valley has many environmental constraints to routing a transmission line, including but not limited to Sage-grouse leks and sagebrush habitat. Through the CAP process, over 20 routes and/or route segments were evaluated throughout Baker County. See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Route - Fall 2009". See also Siting Study Section 3 and CAP Routing Presentation (link on B2H website). The most feasible route suggested during the CAP was determined to parallel the existing 230kV line along the west side north of Highway 86. This route minimizes crossing irrigated ag lands, avoids an airport clear zone, follows an existing corridor and minimizes visibility from the Scenic Byways including I-84, Highway 86, Route 203 and 237 and Highway 30. In compliance with WECC criteria, the 500kV line has been sited 1500ft west of the 230kV line for reliability. Through discussions with ODFW, it was understood that there were a few caveats to the inability to cross a 2-mile lek buffer. 1.If intervening topography shielded the new towers from being visible from the center of an occupied lek, then the line may be able to be permitted or 2. If the new line were to cross an occupied lek buffer adjacent to an existing line, but further from the lek center than the existing line, then it may be able to be permitted. It was also understood that unoccupied leks were able to be crossed. With regard to caveat number 2, between MP 140 - MP 144, the 3.8 mile stretch of Proposed Route crosses a 2-mile Sage-grouse lek buffer west of where the existing 230kV line crosses the lek buffer. Shifting the proposed line further to the west here would result in skylining the towers and would result in increased visibility of the line from I-84, which is a designated Scenic Byway and from the town of North Powder. If the line were shifted west onto the valley floor, then agricultural practices would be negatively impacted. Similarly to the lek buffer crossing described above, between MP 147 and MP 150, the 2.7 mile stretch across an occupied lek buffer is located to the west of an existing 230kV transmission line that crosses the occupied lek buffer. However, because of ODFW's concern for Magpie Peak ACEC an alternative as described in Comment Letter should be considered.	See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team > Fifth Meeting > CAP Routing Presentation (PDF, 2.7 MB)

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137	5257	COLLEEN FAGAN	Segment 4 From TM 152 to 164, ODFW would prefer that the proposed route follow the existing 230 kV transmission line. Following the existing line would locate the proposed route further from sage-brush breeding and brood rearing areas. It would also place the line further from two burrowing owl nests located approximately 0.5 miles from the proposed route at TM 157, an active Golden eagle nest located on the ridgetop near TM 158 and important sage-grouse winter habitat in the Lone Pine Mountain area.	18	30	Routing	MP 152 - MP 164	N	Y	N	N	Y	Figure 5257 18-30	Y	Y	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	1. CAP Initial Proposed Routes C4 and C8 mainly followed the existing 230kV line through the Baker City vicinity. Extensive analysis of this route was performed and it was determined that the current Proposed Route, located to the east of the National Historic Oregon Trail Interpretive Center was the best option. See Siting Study section 3.3.8 Interpretive Center Region. See also B2H website: Idaho Power > Community Advisory Process > Maps > Maps Archive; Scroll down to "Initial Proposed Routes - Fall 2009". Select 'Route C4' or 'Route C8' and 'Route C4/C8 Preliminary Evaluation'. See also Siting Study Figure 3.4-7 for Permitting Analysis - note segment BA4-BA8-BA9. 2. It is important for IPC to follow up with ODFW to obtain the GIS data for the burrowing owl nest locations and the active Golden Eagle nest location. Efforts to avoid impacts to these areas will be taken. Due to several comments suggesting a route parallel to the existing 230kV, west of NHIOTIC, it is recommended that IPC analyze a route west of the Interpretive Center in the EIS.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C4/C8' and 'Route C4/C8 Preliminary Evaluation'.
140	5257	COLLEEN FAGAN	Segment 4 From TM 189 to 198... ODFW recommends that IPC modify this route so that the proposed line is still located within the ROW for the existing 138 kV line, but that the proposed route is sited east of the existing line. Historically, leks were located on top of Table Rock. There are currently no known leks located on Table Rock, but URS surveys did detect sage-grouse. Follow up ground surveys should be conducted in 2011.	22	30	Routing	MP 189 - MP 198	N	Y	N	N	Y	Figure 5257 22-30	Y	Y	No Further Action (NFA)	From MP 189.7 south to approximately MP 193, IPC has proposed to place the 500kV line within the existing 138kV ROW. Since the Scoping Meetings IPC has proposed relocating the existing 138kV line to build a double circuit 69/138kV line within the existing 69kV ROW. An alternative located adjacent to the east side of the exiting 138kV ROW south from MP 193 to MP 198 has been sketched. Consult with IPC as necessary to determine feasibility.	
71	5183	DAVID RICHARDS	not seeking permission to place a transmission corridor along the eastern boundary of the Boardman Bombing Range. This would not effect the use of the bombing range by the Air Force and would add an additional safety factor between the bombing range and motor vehicle traffic along Bombing Range Road as well as preserving productive agricultural land.	3	30	Routing	South of MP 17-19	N	Y	N	N	Y	N	N	Y	Analyze in Detail if Utilities Reach System Reliability Issue Otherwise Consider as CBE in EIS	An Eastern Route along the Bombing Range has Bombing Range, WGS, and agricultural constraints. However it may provide a routing solution.	
2	5000	DON RICE	There could also be a less impacting route north of I 84, then turning south east of the tree farm.	2	30	Routing	MP 19 - MP 25	N	N	N	Y	N	N	N	Y	No Further Action (NFA)	IPC's 12-6 routes show the Proposed Route south of the Bombing Range. The route the commenter is referring to is now called the Bombing Range North Alternative. The alternative appears to have addressed commenter's issue, and has been shifted to the north side of I-84 from MP 19 - MP 25.	
5	5010	BYRON L SCHMIDT	a routing from about 5 miles west of Homedale to about 5 miles west of Ontario then to Brogan along US Highway 26, would keep this infrastructure build from impacting these MTRs and our ability to train our aircrews.	2	30	Routing	MP 213 - MP 272	N	N	N	N	N	N	N	Y	Pending	IPC's Proposed Route is approximately 10 miles west of Homedale, ID; 25 miles west of Ontario; and approximately 3 miles west of Highway 26 heading north toward Brogan. IPC should meet with this organization, consider MTRs in siting efforts moving forward and report results to BLM.	
6	5013	LARRY PEARSON	We feel that the line should definitely be located in the approximate "Virtue Flat Alternative" location, out of sight of Baker City and as far east of the Oregon Trail Interpretive Center as possible (as a minimum, it should be east of the adjacent rifle range).	1	30	Routing	Virtue Flat Alternative	Y	N	N	N	N	N	N	Y	Analyze Optimized Proposed and Alternative Routes in Virtue Flat/Interpretive Center area in Detail in EIS	IPC has identified the Virtue Flat Alternative. Scoping comments have identified alternative routes (see Letter 5023, Comment 3 and 4) and ongoing meetings involving BLM, IPC, ODFW, and Baker County may identify new proposed or alternative routes.	
7	5018	JOHN KILKENNY	why would you not place the line right on the south edge of the bombing range instead of one mile south on the Grieb woods road.	1	30	Routing	MP 23 - MP 27	N	N	N	Y	N	N	N	Y	Analyze Optimized Proposed and Alternative Routes south of the Bombing Range resulting from Landowner Meetings in Detail in EIS	Locating the line adjacent to the south side of the Bombing Range is likely not feasible due to presence of Washington Ground Squirrel nests in this vicinity. Ground Squirrel nests and a 750 foot radius buffer are protected by ODFW and considered Category 1 habitat, for which there is no mitigation. See OAR 635-415-0000. Actual nest locations will be field verified and the potential to shift the line north to a more suitable area may be possible. IPC should work with this landowner to find a suitable location for the 500kV line. 1. Understand issue of crossing irrigated farmland/populated areas with transmission lines. Efforts to avoid impacts to agricultural practices have been made throughout the siting effort and will continue throughout the process. See Siting Study Section 2.2 Constraints and Opportunities. 2. IPC's 12-6 proposed route is now located south of the Bombing Range. In mid-January 2011, there will be a landowner meeting with IPC to discuss specific alignment issues.	

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8	5018	JOHN KILKENNY	I would suggest a route on the very north edge of the property, right next to the southern edge of the bombing range. this would have a much smaller impact on our farming practices, and our neighbors to the east, (Griebs) as well.	3	30	Routing	MP 23 - MP 27	N	N	N	Y	N	N	N	Y	NFA	See response to Letter 5018, Comment 1.	
12	5033	DOUGLAS J GLASPEY	As alternatives we would recommend an alignment located at least 1/3 mile west or at least 2 miles east of the current alignment as located in Sections 5 and 8, Township 18 South, Range 43 East. Adjusting the new distribution line either west or east of the proposed alignment should avoid the current geothermal development area and potential future expansion.	2	30	Routing	MP 232 - MP 234	N	N	N	Y	N	N	N	Y	NFA	IPC should follow up with landowner and consider shifting the line 1/3 mile west in sections 5 and 8, in Township 18S, Range 43E as there appear to be no environmental constraints restricting this shift.	
13	5035	PATRICIA A SMITH	If the line came along the top (South end) and they could keep from putting the lines in our center pivots, we could probably work something out.	2	30	Routing	MP 11 - MP 13	N	N	N	Y	N	N	N	Y	Analyze Optimized Proposed and Alternative Routes resulting from Landowner Meetings in Detail in EIS	IPC should follow up with the landowner to find an agreeable location across their parcel. See response to Letter 5018, Comment 1.	
18	5059	VERA MAY GROVE	transmission line going too close to my home at 20968 Medical Springs Hwy. I proposed to you that it should be moved up over the hill behind my house. There is actually a large swale over the hill east of our house that runs north and south which would put the line out of sight of Baker Valley and Keating Valley.	1	30	Routing	MP 151 - MP 152	N	N	Y	N	N	N	N	Y	NFA	Locating the 500kV line along the east side of the existing 230kV transmission line, as commenter suggests, is not feasible due to the presence of lek 2-mile buffers. The ODFW considers lek buffers Category 1 habitat, for which there is no mitigation. See OAR 635-415-0000. However, ODFW indicated if the line is located along the west side of the existing 230kV line, it would be further from the lek center and potentially feasible.	
23	5068	PEGGI TIMM	2. Second, follow your latest proposal except move the line further east to 3 miles from the National Historic Oregon Trail Interpretive Center.	2	30	Routing	MP 152 - MP 158	N	Y	N	N	N	N	N	Y	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	Due to the presence of Sage-grouse leks and associated 2-mile buffer east of the Interpretive Center the line cannot be shifted 3 miles east and still be able to be permitted. The ODFW considers lek buffers Category 1 habitat, for which there is no mitigation. See OAR 635-415-0000.The Virtue Flat Alternative represents an option to work with ODFW to find a path through the sage-grouse leks in this vicinity. See response to Letter 5013, Comment 1.	
29	5084	KIRK SCILACCI	I would need the new lines to be east of the 230 kv line.	1	30	Routing	MP 142 - MP 147	N	N	N	Y	N	N	N	Y	NFA	Locating the 500kV line along the east side of the existing 230kV transmission line is not feasible due to the presence of lek 2-mile buffers. The ODFW considers lek buffers Category 1 habitat, for which there is no mitigation. See OAR 635-415-0000. However, ODFW indicated if the line is located along the west side of the existing 230kV line, it would be further from the lek center and potentially feasible. Appears IPC has been in contact with commenter and IPC is encouraged to continue to work with this landowner.	
34	5094	MARIA E LIEBSCHWAGER	It would be great if it didn't get too close to the houses. On the other side of the canal would be fine.	1	30	Routing	MP 280 - MP 284	N	N	N	Y	N	N	N	Y	NFA	IPC's 12-6 route has shifted the proposed route south onto BLM land where possible in this vicinity. Need to avoid VRM Class II and Historic Site 0.5 mile buffer. The line is now located on the south side of the canal.	
35	5098	KAREN STEENHOF	A route that follows the existing east/west road shown on the attachment would seem reasonable. This road would cross the canyon about ¼ mile upstream from the 1998 nest, and it would be far enough south of the main nesting cliff to cause problems for eagles	2	30	Routing	MP 295	N	N	N	Y	N	N	N	Y	NFA	KMZ file attached opens to a point file which is assumed to be the 1998 nest site. Letter mentions an attachment showing "A route that follows the existing east/west road" not found. Field Surveys will be conducted for species habitat/nesting.	
37	5101	MARK THOMSON	There are other options you could exercise without effecting land and home owners. I do not want this going through my property where you propose it...There are plenty of public lands around me you could use and apparently you have chosen not to.	5	30	General	MP 215 - MP 216	Y	N	N	Y	N	N	N	Y	NFA	IPC's 12-6 Proposed Route has adjusted the location of the line across commenter's parcel, moving the crossing to the very southwest corner of the parcel. If further adjustment is requested, IPC is encouraged to meet with commenter again.	
40	5118	MARK BENNETT	Baker County has been working with Idaho Power Corporation, Oregon Department of Fish and Wildlife, community groups and related agencies to develop an acceptable modified 'Virtue Flat Alternative Route'... The Virtue Flat Alternative will provide the protection intended by Oregon State Land Use Planning Goal 5 to the still visible ruts of the Oregon Trail that are near the National Historic Oregon Trail Interpretive Center.	2	30	Routing	Virtue Flat Alternative	N	N	Y	N	N	N	N	Y	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	See response to Letter 5013, Comment 1.	

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44	5126	KENNETH JENSEN	I would like to see the power line moved to the west by straightening the line from MP 217 to 231 for the following reasons...By moving the line to the west, more of the line will be on BLM ground rather than private ground. 3. The line will be further away from agriculture ground and people in the Brogan and Jamison areas.	1	30	Routing	MP 217 - MP 231	N	N	N	Y	N	N	N	Y	NFA	IPC's 12-6 route meets most of this objective.	
48	5137	GARTH JOHNSON	The line could be shifted to the east if it were possible to thread the line between the sage grouse leks.	3	30	General	Virtue Flat Alternative	Y	N	N	N	N	N	N	Y	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	See response to Letter 5013, Comment 1.	
53	5143	PEGGI TIMM	Again, I ask you to move the transmission back to the east 2 or more miles. This is our heritage. Please go on unproductive public land to build your towers.	2	30	Routing	MP 152 - MP 158	N	Y	N	N	N	Figure 5023	N	Y	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	Due to the presence of Sage-grouse leks and associated 2-mile buffer east of the Interpretive Center the line cannot be shifted 2 miles east and still be able to be permitted. The ODFW considers lek buffers Category 1 habitat, for which there is no mitigation. See OAR 635-415-0000. See response to Letter 5013, Comment 1.	
54	5146	MARK ROYER	By using the "Alternate" corridor, mile marker 5 – 16, instead of "Planned" corridor, mile marker 115 - 127, both parcels would be spared the impact of the 500 kV single-circuit transmission line.	5	30	Routing	MP 115 - MP 127	N	N	N	N	N	N	N	Y	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	See response to Letter 4005, Comment 3.	
57	5155	LA VELLE HOEFT	I request that you place your line on the boundary of my property rather than through the middle of it.	3	30	Routing	MP 74-MP75	N	N	N	Y	N	N	N	Y	NFA	Suggest IPC work with landowner to revise location where line is currently proposed to a more agreeable location.	
62	5162	DUNCAN FARRIS	historic Stage Station that is listed on the National Historic Registery... when such a route across BLM group to the south behind the foothills of the Owyhees is wide open.	5	30	Routing	MP 281 - MP 283	N	N	N	Y	N	N	N	Y	NFA	IPC's 12-6 Proposed Route has been relocated to avoid crossing within 0.5 miles of the Historic Stage Stop and now is located on BLM land in the foothills of the Owyhee Mountains.	
65	5166	CLIFF BENTZ	Baker County support moving the line further east of the Oregon Trail Interpretive Center	1	30	Routing	MP 153 - MP 158	N	Y	N	N	N	N	N	Y	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	See response to Letter 5013, Comment 1.	
67	5170	JANET S ANGLIN	Our other suggestion if double circuiting is not possible then is to take the transmission lines up on top of the hills in BLM land. We know that there are canyons (Jump Creek and Poison Creek canyons) running on top but if the towers and lines are run further back on the BLM land that would not destroy the scenic beauty or damage the property values of my property or that of my neighbors.	8	30	Routing	MP 280 - MP 284	N	Y	N	N	N	N	N	Y	NFA	IPC's 12-6 route has shifted the proposed route south onto BLM land where possible. Need to avoid VRM Class II and Historic Site 0.5 mile buffer. Recommend that IPC follow up with landowner.	
74	5188	MARCIA WIRTH	Keep the towers a reasonable distance from Brogan, or at least three miles in every direction.	9	30	Routing	MP 210 - MP 220	N	Y	N	N	N	3 mile Brogan Buffer Map	N	Y	NFA	While not entirely realigned to be 3 miles from the town of Brogan, IPC's revised proposed scoping route (12-6) in the Brogan vicinity has been adjusted based on landowner input. At the closest point (southwest of Brogan), the route is 2 miles away from the town of Brogan.	
75	5190	RICK SIMMONS	It is our opinion that we need at least a three-mile exclusion zone around the Brogan township to mitigate ambient noise impact from high wind in the tension lines and girders from three sides around us.	3	30	Routing	MP 210 - MP 220	N	Y	N	N	N	3 mile Brogan Buffer Map	N	Y	NFA	See response to Letter 5188, Comment 9. Noise issues will be addressed in the EIS.	
76	5190	RICK SIMMONS	We have been told to expect loud popping noises during rain storms. We know that considerable winds blow almost all the time at 200 feet... This noise issue was not addressed in the meetings we attended. How can we be reassured?	4	30	General	NA	N	N	N	N	N	N	N	Y	NFA	Noise issues will be addressed in the EIS.	

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77	5190	RICK SIMMONS	It is our opinion that we need at least a three-mile exclusion zone around the Brogan Township to mitigate the security concerns that these planned towers wrapped around us might be highly potential targets resulting from our country's ongoing war on terror. We feel that a distance of three miles will diminish this obviously increased security risk to the people of this community now and in the future.	7	30	Routing	MP 210 - MP 220	N	Y	N	N	N	3 mile Brogan Buffer Map	N	Y	NFA	See response to Letter 5188, Comment 9. Safety issues will be further addressed in the EIS.	
78	5190	RICK SIMMONS	It is our opinion that we need at least a three-mile exclusion zone for B2H towers around the Brogan township to mitigate the impact of this negative EMF stigma, real or perceived, at work in the general population of our area.	11	30	Routing	MP 210 - MP 220	N	Y	N	N	N	3 mile Brogan Buffer Map	N	Y	NFA	See response to Letter 5188, Comment 9. EMF will be addressed in the EIS.	
79	5190	RICK SIMMONS	It is our opinion that we need at least a three-mile exclusion zone for B2H towers around the Brogan township to mitigate the B2H tower dominance of the panoramic viewfield around our homes and property.	12	30	Routing	MP 210 - MP 220	N	Y	N	N	N	3 mile Brogan Buffer Map	N	Y	NFA	See response to Letter 5188, Comment 9.The 12-6 routes were adjusted to minimize impacts, visual impacts included, to the town of Brogan. Visual impacts will be addressed in the EIS.	
80	5190	RICK SIMMONS	The present B2H line route would march across the mouth of Brogan Canyon, diagonally up and over the top of the rimrock and put 198-foot towers along our historic skyline to the north. In our estimation this is too close to Brogan. We request that there be a change in the B2H plan to avoid placing the towers where they are dominating the northern horizon as seen from Brogan. The three-mile exclusion zone around Brogan would accomplish this.	14	30	Routing	MP 210 - MP 220	N	Y	N	N	N	3 mile Brogan Buffer Map	N	Y	NFA	See response to Letter 5188, Comment 9. The 12-6 route includes an adjustment to the location of the crossing of the Brogan Canyon. The 12-6 route now crosses the canyon more than 0.5 miles north of where it was originally proposed, tucking the line behind peaks where possible. Visual impacts will be addressed in the EIS.	
81	5190	RICK SIMMONS	A three-mile exclusion zone for high towers out from Brogan would avoid this historic and cherished public recreational area.	18	30	Routing	MP 210 - MP 220	N	Y	N	N	N	3 mile Brogan Buffer Map	N	Y	NFA	See response to Letter 5188, Comment 9. The 12-6 routes were adjusted to minimize impacts to the town of Brogan. Impacts to all recreation and historic areas will be addressed in the EIS.	
87	5196	DONALD R KINDSFATHER	If a transmission tower is sited in Parcel No. 1N32D00004400 the area closest to Stewart Creek is the area that does not have existing improvements and buildings.	7	30	Routing	South of MP 74	N	N	N	Y	N	N	N	Y	NFA	Route not currently sited across parcel no. 1N32D00004400 south of MP 74. If route location changes, review location during micro-siting for specific tower locations on parcel.	
89	5198	KIRK SCILACCI (THE DLX LLC)	I would like to see the proposed new line be placed east of the 250kv line. The area east is mostly rocky. Possibly the proposed line could go around the areas that we intend to irrigate.	3	30	Routing	MP 142 - MP147	N	N	N	Y	N	N	N	Y	CBE	Suggest IPC work with landowner to micro-site towers around proposed pivots. Locating the line east of existing 230kV not likely an option due to occupied 2-mi lek buffers. Keeping on west side of existing line, the buffers are crossed but further from lek center, which ODFW has indicated as acceptable.	
121	5246	ROSE NADA	minimal impact could be affected by rerouting the proposed line leaving at least a three mile buffer.	3	30	General	MP 210 - MP 220	N	Y	N	N	N	3 mile Brogan Buffer Map	N	Y	NFA	See response to Letter 5188, Comment 9. The 12-6 routes were adjusted to minimize impacts to the town of Brogan.	
124	5250	ANDREW STORER;ELVIA STORER	Our 3rd preference is to move the alternative east route further east into unihabited land east of Craig Martell Ranch and west of Love Reservoir.	3	30	Routing	MP 155 - MP 172	N	Y	N	N	See 5023	See 5023	See 5023	Y	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	See response to Letter 5013, Comment 1. See also Letter 5023, Comment 3 and 4 for similar alternative suggestion.	
133	5257	COLLEEN FAGAN	ODFW... believes additional alternatives should be developed and evaluated, as identified and described below. From transmission line mile ™ 97 to 115, ODFW supports the proposed transmission line route. Through TM 109.5, ODFW would like the proposed line to be as close to the existing 230 kV line as possible. Within approximately 2000' of the proposed line, there is an inactive golden eagle nest at TM 109 between Whiskey Creek and Rock Creek Road.	11	30	Routing	MP 97 - MP 115	N	N	N	Y	N	N	N	Y	Consult with IPC to Determine Optimized Route Given Concern for Golden Eagle Nest Analyze Optimized Routes in Detail in EIS	1. Using existing transmission line corridors is a siting opportunity and efforts to parallel existing lines where possible have been made. However, WECC regulations require a 1500ft offset or the longest span. See Siting Report Section 2.2 Constraints and Opportunities. 2. Between MP 100 and 108 the route passes through the Wallowa-Whitman National Forest Utility Corridor where a 230kV transmission line is already located. Keeping the WECC regulations in mind, the boundaries of the utility corridor, the Blue Mountain Forest State Park, visibility from I-84 (being a scenic area) and the construction difficulties associated with rugged terrain, the route options through this area were limited. 3. Discussion with ODFW regarding the specific location of the Golden Eagle Nest near MP 109 should occur and efforts to maximize distance from this location can be made.	

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138	5257	COLLEEN FAGAN	Segment 4 If the proposed line cannot be placed in the existing ROW of the 230 kV line, ODFW recommends that IPC investigate an alternate route which would be further west towards the Powder River and I-84 in the transition area between the valley and sagebrush habitat and skirting the edge of agriculture. Siting the line further west would avoid the Bureau of Land Management's Area of Critical Environmental Concern on Magpie Peak (TM 146), silvertip sagebrush, and important sage-grouse habitat. The alternate route should rejoin the proposed route around TM 150 then continue as proposed until approximately TM 179-181.	19	30	Routing	MP 136 - MP 150 (and following proposed route to MP 181)	N	N	See 5257 17-30	N	See 5257 17-30	See 5257 17-30	See 5257 17-30	Y	Analyze Route that Avoids Magpie Peak ACEC in EIS	See response to Letter 5257, Comment 17.	
149	5258	GARY MILLER	The following are conservation measures we recommend to minimize impacts to Category 2 and lower quality sage-grouse habitats where impacts cannot be avoided:... • With respect to raptor predation on sage-grouse, for transmission line towers in areas where leks occur, bird (raptor) deflectors/anti-perch structures should be constructed to reduce the potential for raptor perching and predation near leks.	17	30	Structure	NA	N	N	N	N	N	N	N	Y	Address in Alternatives Structure Section in EIS	IPC should be consulted to see if they propose to include anti-perching devices within sage-grouse habitat as a design feature of the Project. Recommend that it be addressed in the EIS.	
152	5277	FRANK LIEBSCHWAGER	our first choice would be to keep it as far up the hill on BLM as possible.	1	30	Routing	MP 280 - MP 284	N	N	N	Y	N	N	N	Y	Pending	IPC's 12-6 route has shifted the proposed route south onto BLM land where possible. Need to avoid VRM Class II and Historic Site 0.5 mile buffer. IPC continues to consult with landowner.	
153	5277	FRANK LIEBSCHWAGER	If it has to go thru my property or my mothers; we would like it staying on the south side of the canal. By going there you would be going over properties that do not have existing homes. You would have to go over the old stage stop but there is nobody living in that structure.	2	30	Routing	MP 280 - MP 284	N	N	N	Y	N	N	N	Y	Pending	Per Liebschwager 'first choice' an alternative was sketched that avoids Liebschwager property and stays on BLM Land. If unable to keep entirely on BLM lands, then will keep south of Canal. IPC's 12-6 route has incorporated this line adjustment and the Company's proposed route now stays on the south side of the canal. IPC continues to consult with landowner.	
157	5320	ROBERT DALE MILLER	If the proposed route, or one of the identified alternate routes is selected, do you have a suggestion on how best to cross your property with the transmission line? Move the route north so it doesn't go through the timber.	4	30	Routing	NE of MP 112 - MP 115 (Glass Hill Alternative MP 3.6 - MP 5.2)	N	N	Y	N	N	N	N	Y	NFA	Commenter also submitted Letter 5161 which included maps and alternative suggestions. IPC's 12-6 routes show the proposed route no longer crosses commenter's land and the alternative now appears to be located where the commenter indicates. IPC should follow up.	
158	5321	KENNY METZGER	Map # 10 Parcel number(s) 23S46E01100, 23S46E01000, 23S346E01200, 23S46E00600 Are there any considerations or issues related to your property that you would like Idaho Power to know? Should go southwest of their property and move to BLM land.	2	30	Routing	MP 273.4	N	N	N	Y	N	N	N	Y	NFA	IPC should follow up with landowner and see if the line can be shifted 200ft to the southwest onto BLM land. There do not appear to be any environmental constraints prohibiting this adjustment.	
182	40055	ROBERT SAVAGE	I do not approve of the location Idaho Power Company wants to place their new high power lines East of the Oregon Trail Interpretive Center in Baker County. The lines location should be moved further to the East to be out of sight of the Center.	1	30	Routing	MP 152 - MP 158	N	Y	N	N	N	N	N	Y	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	See response to Letter 5013, Comment 1.	
183	40056	SCOTT MORRISON;CATHI MORRISON	REQUEST: That the transmission lines not be built where they will affect the viewshed of the Grande Ronde Valley and the city of Union, Oregon	1	30	Routing	northeast of MP 107 - MP 133	N	Y	N	N	N	N	N	Y	NFA	IPC's 12-6 proposed route does not appear to impact the viewshed of the Grand Ronde Valley (NE of La Grande) or the City of Union, Oregon. IPC should follow up and this issue should be addressed in the EIS	

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192	50124	ANTHONY M CHAVEZ	alternatives...• The existing transmission line structures appear to be stable and sturdy; would the structures be able bear additional lines necessary for the project? • Underground cable • Underground cable across private property only • BLM land on the bench above private property (requires going out of 4000 ft. corridor)	6	30	Structure and Route	MP 281-MP 283	Y	N	N	Y	N	N	N	Y	NFA	1. The existing line is not an IPC line, it is a PP&L 500kV transmission line. Due to WECC guidelines 500kV lines cannot be located within 1500ft (or the length of the longest span) for reliability reasons. The existing structures do not provide a viable option for the B2H Project's 500kV line. 2. Underground cable options will be addressed in the EIS section Underground Technology. 3. IPC's 12-6 route has relocated the transmission line onto BLM lands in the vicinity of MP 281 - MP 283. IPC reports it plans to continue working with landowners in this area to come up with a reasonable solution.	
84	5192	MARK CERNY;ADELE CERNY	At the local meetings, the use of underground wires has been repeatedly suggested, particularly in the area of the Interpretive Center on the East Route. We were told by IP representatives that it was not a possibility because electricity run underground for long distances becomes uncontrollable. In contrast, research has found that this size wire has been used underground for many miles in a run. Again I question the validity of your information. See attachment.	18	30	Structure	NA	NA	NA	NA	NA	N	N	N	N	Address both 230kV and 500kV in Underground Technology Section Evaluate 230kV Underground Alternative for Interpretive Center	Attachment shows information on American Superconductor - "Superconductor Electricity Pipelines - Moving Renewable Electricity Across America Out of Sight, Out of Harms Way." http://www.amsc.com/products/powerpipelines/index.html Address use of 230kV for short distances in EIS under underground alternatives along with cost, reliability, lack of existing lines and other issues associated with underground 500kV lines in EIS under underground alternatives. See response to Letter 5013, Comment 1.	
123	5250	ANDREW STORER;ELVIA STORER	Our 2nd preference is to use the propsed route and modify towers or bury line to lessen impact on Interpretive Ctr. Viewshed.	2	30	Structure	MP 153 - MP 158	N	N	N	N	N	N	N	N	Address both 230kV and 500kV in Underground Technology Section Evaluate 230kV Underground Alternative for Interpretive Center	Alternative structure designs to minimize visibility in scenic areas will be considered. See POD Section 8 Alternative Transmission Structures and Materials considered. At this time, burying a high voltage line like the B2H 500kV line is not a common practice due to high cost and reliability issues. Address use of 230kV for short distances in EIS under underground alternatives along with cost, reliability, lack of existing lines and other issues associated with underground 500kV lines in EIS under underground alternatives. See response to Letter 5013, Comment 1.	
30	5088	JIM BENTZ	9-8-2010 The power line needs to go north from Harper to Baker City, then to Pendleton	1	30	Routing	MP 73 - MP 244	Y	N	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	Comment appears to support eastern alternative from Harper to Baker City. North from Baker City to Pendleton it is assumed commenter means following I-84. The Proposed Route follows in proximity to I-84 in much of Baker County, but not in the Pendleton and La Grande areas. Issues following the I-84 corridor from Boardman vicinity south to Hemingway include urban areas, an Indian Reservation, airport clear zones, residences and industrial zones. Where appropriate, the route has been located in existing corridors, including the I-84 corridor - heading southeast from Boardman, the USFS Utility Corridor, entering Baker County to North Powder, south of Baker City to Huntington and along an existing 500kV PacifiCorp transmission line. See Siting Study Section 2.2.2 and Section 3. Due to multiple comments suggesting an 'all I-84' route, it is recommend an all I-84 alternative be developed and considered as CBE in the EIS to demonstrate impracticality of route concept.	
70	5182	DOUG HEIKEN	Between Baker City and North Powder an alternative route should be explored that runs further west (closer to Hwy 84 and hwy 30) which will have fewer wildlife conflicts.	18	30	Routing	West of MP 139 - MP 160	N	N	Y	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	1. See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team. Scroll down to heading "Fifth Meeting" and click "CAP Routing Presentation". See slide 32. Slide shows a route between UN4 and BA8 which fits concept described. Route was considered but eliminated because would require crossing of the Baker Airport Clear Zone, an exclusion area. 2. See also Siting Study Figure 3.4-7 for Permitting Analysis - note Segment UN4 - BA8. 3. See also B2H website: Idaho Power > Community Advisory Process > Maps > Maps Archive; Scroll down to "Initial Proposed Routes - Fall 2009". Select 'Route C11' and 'Route C11 Preliminary Evaluation'. 4. See siting Study Appendix C Constraints Crossed - Permitting Difficulty Overview for reference to Airport Exclusion Area Permitting Difficulty. See also response to Letter 5088, Comment 1.	See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team > Fifth Meeting > CAP Routing Presentation (PDF, 2.7 MB) > Slide 32
97	5207	FRANK GENTILE	It seems to make the most sense economically and environmentally to stick with the proposed I-84 route.	4	30	Routing	NA	Y	N	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	See response to Letter 5088, Comment 1.	
99	5212	JIM KENNEDY	We urge Idaho Power to sensibly recognize that the preferred route for the B2H Project is along the I-84 Corridor.	2	30	Routing	NA	Y	N	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	Route Concept considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview See response to Letter 5088, Comment 1.	
110	5229	MARK TURLEY	I would like to see the transmission line follow (or nearly follow) the existing freeway through Eastern Oregon as it passes by Pendleton, La Grande, and Baker City...It makes more sense to run the line on State or Federal lands in existing corridors as much as possible to minimize wildlife and private timber disruptions.	1	30	Routing	NA	N	Y	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	Route Concept considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview See response to Letter 5088, Comment 1.	

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131	5257	COLLEEN FAGAN	IPC indicates the most extensive opportunities for siting the transmission line are existing transportation corridors (I-84), pipelines, transmission lines, and agency designated corridors. The proposed corridor, however, deviates from I-84 and existing transmission line corridors in a number of places in Baker and Malheur counties. ODFW requests that IPC provide its rationale for siting the proposed line away from these areas identified as opportunities.	5	30	Routing	NA	Y	N	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	Constraints and Opportunities, including transportation corridors (I-84), pipelines, transmission lines, and designated corridors, were discussed with the public during the CAP and specifically during Meeting 3, where CAP members selected route alignments. See Siting Study Appendix A. All CAP routes that met the Project Purpose and Need were then evaluated by IPC for environmental permitting difficulty, construction difficulty and mitigation cost. The CAP was the driving process behind developing the location of the route. See Siting Study Section 3 Siting for detailed discussion on all proposed routes and analyses performed. See also B2H Website> Idaho Power > Community Advisory Process. IPC should meet with ODFW and BLM to discuss siting including why opportunities in Baker and Malheur counties are not followed. See response to Letter 5088, Comment 1.	Idaho Power's Community Advisory Process (CAP)
142	5257	COLLEEN FAGAN	IPC develop an alternative from TM 199 to the Hemingway substation that is very similar to the 2008 proposed route. This route should be sited along I-84 and pushed against the hillside to avoid agriculture and all Category 1 and 2 sage-grouse habitat.	29	30	Routing	MP 199 - MP 299	N	Y	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	1. The location of the 2008 Proposed Route south of MP 199 to the Hemingway Substation was mainly driven by the need for the Sand Hollow Substation located in the vicinity east of the intersection of Route 20 and Highway 95 in Payette County. IPC has since revised their IRP and determined the substation does not need to be built as a part of the B2H project. With the removal of the need for the Sand Hollow Substation there is no reason to traverse any agricultural lands in the Treasure Valley (see the 2008 Proposed Route) . Additionally, ORS 215.275 states that in order to locate a transmission line within Exclusive Farm Use zoned land (the agricultural lands in Malheur are zoned EFU) all reasonable alternatives must be considered. With this in mind, the 2008 Proposed Route would not meet this criteria as a suitable route as the current Proposed Route is able to avoid almost all EFU zoned lands in Malheur County. See Siting Study Figure 3.3.14-3. 2. CAP Route S7 followed I-84, a similar path to the 2008 Proposed Route, and was again analyzed as part of the CAP in 2009-2010. See Siting Study Section 3.3.14 Snake River Valley Region for complete analysis. See response to Letter 5088, Comment 1.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route S7' and 'Route S7 Preliminary Evaluation'.
143	5258	GARY MILLER	The Service previously recommended the Project be sited within the existing 1-84 corridor where the wildlife habitat is already altered or cultivated, thus avoiding significant impact to sage-grouse (Centrocercus urophasianus) population abundance and habitat.	1	30	Routing	NA	Y	N	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	Routing along I-84 was considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview. See also Siting Study Section 3 for analysis of routes within I-84 corridor. See response to Letter 5088, Comment 1.	
150	5263	MARILYN ALLEN	It would be much less costly, more functionally efficient, and much less ecologically destructive if it is constructed in the I-84 Corridor as opposed to a line through Grant County.	1	30	Routing	NA	N	N	Y	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	Route Concept considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview IPC's Proposed Route is located along the I-84 corridor. See Siting Study and POD. See response to Letter 5088, Comment 1.	
161	11641	STEVEN R LEWIS;FRANCES R LEWIS	We are opposed to this particular route and feel it would better serve everyone if it were re-routed to existing BLM land or along the Interstate 84 corridor.	2	30	General	NA	Y	N	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	See response to Letter 5038, Comment 1 re Public Land. See response to Letter 5088, Comment 1 re I-84.	
174	40024	MARILYN O'LEARY;CLARENCE O'LEARY	Why not use the already-established utility corridor along I-84? That corridor is far less sensitive to wildlife and has already been impacted.	7	30	General	MP 1-MP299	N	N	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	Existing corridors, including the I-84 corridor, were considered a siting opportunity. See Siting Study Section 2 Approach to Siting. See response to Letter 5088, Comment 1 .	
175	40025	ERROL W CLAIRE	This transmission line should only be routed within or adjacent to an already existing utility or highway corridor such as you have in your I-84 proposal.	9	30	General	MP 1-MP299	N	N	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	Both highways and existing transmission corridors were considered opportunities in the CAP and were used where feasible. See response to Letter 5088, Comment 1 .	
176	40026	CHLOE HUGHES	This transmission line should only be routed within or adjacent to an already existing utility or highway corridor such as in the I-84 proposal.	22	30	General	MP 1-MP299	N	N	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	Existing corridors, including existing transmission lines and highways, were considered siting opportunities. See Siting Study Section 2 Approach to Siting. See response to Letter 5088, Comment 1 .	
177	40033	BILLY BREEDING;MAX BREEDING	Just go up I-84 and far as I can see you do not need to come this way.	3	30	Routing	MP 1-MP299	N	N	N	N	N	N	N	N	Address I-84 Concept Route as CBE in EIS	Existing corridors, including existing transmission lines and highways, were considered siting opportunities. See Siting Study Section 2 Approach to Siting. See response to Letter 5088, Comment 1 .	
93	5202	GENE E BRAY;LAIRD J LUCAS	Under NEPA, the EIS may even have to look at alternatives over which the applicant has no control... As stated in the Van Abbema case, other alternatives for a project cannot be eliminated as non-feasible simply because the applicant does not now own or lease the site where an alternative location may exist.	11	30	General	NA	N	N	N	N	N	N	N	N	Address in Alternatives Methodology Section in EIS	To be addressed further in EIS; Siting Study has reviewed alternatives throughout the Study Area, mainly on ROWs not owned by IPC.	
96	5203	KATHY CLARICH	Put the lines on public ground and leave the private land owners alone	3	30	General	NA	Y	N	N	N	N	N	N	N	Address in Alternatives Methodology Section in EIS	This suggestion was received during the CAP and captured as a "Community Criteria". It was considered in the siting process but ultimately land ownership was not used to site the line - environmental constraints (including management plan objectives), constructability and mitigation cost were the driving factors. See Siting Study Section 2 Approach to Siting.	

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102	5219	AUDIE HUBER;ERIC QUAEMPTS	We recommend that alternative routes be considered in the NEPA process so that government to government consultation includes a meaningful discussion of the location of the proposed transmission line rather than simply consultation on whether or not it should be permitted. For example, in developing the proposed route, Idaho Power determined that avoiding crossing federal land was a low priority. The availability of federally owned and managed land is essential to the exercise of treaty rights reserved by the CTUIR, and if the proposed line prevents the use of a substantial amount of federal land for traditional, treaty-protected activities, the impact to the CTUIR will be significant. Avoiding the Oregon National Historic Trail Interpretive Center was a high priority, but constructing within 500 feet of a cemetery had an avoidance level of moderate. Similarly, avoiding big game winter range was considered a moderate priority. The avoidance of impacts to such areas is a high priority to the CTUIR. There must be an opportunity for the CTUIR and the federal government to work together on our priorities involving the meaningful opportunity to relocate the line when priorities conflict.	1	30	General	NA	N	N	N	N	N	N	N	N	Address in Alternatives Methodology Section in EIS	Alternative routes will be considered as part of the NEPA process. Will be discussed further in EIS.	
103	5222	LARA ROZZELL	The top priority should be to avoid impacts by siting any and all new facilities and structures in previously developed corridors. The second priority should be to minimize impacts by the specific design of features, such as using single pole structures instead of lattice supports.	2	30	Routing	NA	Y	N	N	N	N	N	N	N	Address in Alternatives Methodology Section in EIS	1. Route Concept considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview 2. Single pole structures are part of 'family' of structures proposed by IPC and will be used in special locations, however, lattice will be used predominantly.	
111	5231	BILLIE K ROBERTS	It is my understanding that there are existing power line routes that could be used as an alternative. A natural gas pipeline route is also nearby and could be utilized.	6	30	Routing	East of MP 120	N	Y	N	N	N	N	N	N	Address in Alternatives Methodology Section in EIS	Assumed comment suggests alternative along existing 230kV transmission and pipeline heading into La Grande. See response to Letter 4005, Comment 3.	
92	5201	JANET DODSON	If the power line is approved, we expect the choice of structures to be as unobtrusive as possible in all of the wide-open areas where they can be seen from great distances or up close. In particular, we request use of the mono poles throughout Baker and Union Counties.	4	30	Structure	NA	NA	NA	NA	NA	N	N	N	N	Address in Alternatives Structure Section in EIS	Address in EIS under structure alternatives.	
115	5236	RUSS HOEFLICH;LAURA HUBBARD	we recommend that you define project requirements, guidelines and protocols for minimizing any remaining impacts. These strategies should include: micro-siting protocols for towers and roads to reduce direct and indirect impacts on the resources identified above; tower design to avoid raptor mortality, as well as avoiding increasing raptor perching sites that would result in higher mortality of sensitive prey species.	6	30	General	N	N	N	N	N	N	N	N	N	Address in Alternatives Methodology and Structure Section in EIS	Recommend addressing these mitigation measures in the EIS.	
154	5278	TOM RUGG	As there is a significant loss of power in long distance transmission it would seem to be prudent to investigate power generation closer to the Idaho market, especially given the proposed decommissioning of the Boardman generation plant.	4	30	Energy	NA	NA	NA	NA	NA	N	N	N	N	Address in Chapter 1 in EIS	Generation alone would not meet purpose and need as B2H is needed to provide regional reliability as well as transmit power. See POD Section 2, Purpose and Need	

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								General		Route								
	Letter Number	Commenter	Comment	Letter Comment Number	Scoping Report Comment Category	*Routing, Structure, Energy, General*	Location Relative to IPC Proposed Route Mile Postings	Concept - Not Location Specific	Clearly defined - No Specific Route Location	Alternate Route Alignment Submitted/ Suggested	Suggests Micro-siting	Develop Route from Description	Prepare Figure Map	Prepare Comparative Table	Suggest IPC Follow Up			
83	5192	MARK CERNY;ADELE CERNY	Upgrading existing power lines would be a wiser use of resources, as would solar and wind installations, both company and privately owned.	2	30	Structure, Energy	NA	Y	N	N	N	N	N	N	N	Address in Chapter 1 and Alternatives Methodology Section in EIS	1. Where possible, IPC has located the new line adjacent to existing transmission line corridors and other energy and transportation corridors. Upgrading existing lines cannot be done for reliability reasons. 2. Solar and wind projects would not meet purpose and need as B2H is needed to provide regional reliability as well as transmit power. See POD Section 2, Purpose and Need. See also Letter 5004, Comment 2.	
94	5202	GENE E BRAY;LAIRD J LUCAS	Accordingly, BLM's EIS for the proposed B2H transmission line the agencies' NEPA analysis must evaluate whether granting a right-of-way is consistent with other applicable law – including the alternative of denying the requested right-of-way if these requirements cannot be satisfied.	13	30	General	NA	N	N	N	N	N	N	N	N	Address in No Action Alternative in EIS		
112	5233	JOHN COLLIER WILLIAMS	I question if replacing the existing 230 KW powerline (along the same centerline) with a 500KW powerline, however problematic, isn't a wiser endeavor than the one before you.	2	30	Routing	East of MP 120	Y	N	N	N	N	N	N	N	Address in Alternatives Technology Section in EIS	Upgrading existing transmission lines like the 230kV cannot be done for reliability reasons. Recommend that replacing lower voltage lines be addressed in the EIS.	
173	40015	DONALD BECK	It is time to replace High Voltage Alternating Current (HVAC) Power and produce High Voltage Direct Current (HVDC) power in long routes of transmission of High Voltage Power.	8	30	Structure	NA	NA	NA	NA	NA	N	N	N	N	Address in Alternatives Technology Section in EIS	Address in EIS.	
28	5083	RICH DANIELS	Bury the line.	1	30	Structure	NA	N	Y	N	N	N	N	N	N	Address in Underground Technology Section in EIS	Address in EIS.	
151	5269	DONALD BECK	Some better and less hazardous and energy efficient alternatives, one being HVDC Underground Transmission lines have been around for decades and are used around the world while being overlooked by Power Companies in this country and our Government. Please read the article below... http://www.renewableenergyworld.com/rea/news/article/2009/03/invisible-underground-hvdc-power-costs-no-more-than-ugly-towers	2	30	Energy	NA	NA	NA	NA	NA	N	N	N	N	Address in Underground Technology Section in EIS	Address in EIS under underground alternatives.	
178	40033	BILLY BREEDING;MAX BREEDING	Just put your lines underground.	4	30	Structure	NA	N	Y	N	N	N	N	N	N	Address in Underground Technology Section in EIS	Address in EIS.	
189	50106	TOM DIMOND	Going underground or with the new aladoy's that do not require miles and tons of galvanized steel are better bets.	1	30	Structure	NA	N	Y	N	N	N	N	N	N	Address in Underground Technology Section in EIS	Address in EIS.	
33	5093	DUNCAN MACKENZIE;BETH MACKENZIE	Perhaps Idaho Power, who does want it, could bury it or take it through the Buchanan Route further west where there are few people and acres of rangeland possibilities.	10	30	Routing	NA	N	Y	N	N	N	N	N	N	Address in Underground Technology Section in EIS Address Western Alternative Route as CBE in EIS	During the CAP routes were considered which headed west along the PP&L 500kV transmission line toward Buchanan, then headed north through Grant County toward Boardman. See B2H website (link at right). A western alternative was carried throughout the CAP. Analysis showed that while there is less population, the environmental issues along this route were more substantial than those along an eastern route due to the remoteness and undisturbed nature of the lands. See Siting Study Section 3 Siting, especially Table 3.4-1. Address western alternative route as CBE in EIS.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C9' and 'Route C9 Preliminary Evaluation'. Also see Routes C18, S29, S23, S96.

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								General		*Route*								
	Letter Number	Commenter	Comment	Letter Comment Number	Scoping Report Comment Category	***Routing, Structure, Energy, General***	Location Relative to IPC Proposed Route Mile Postings	Concept - Not Location Specific	Clearly defined - No Specific Route Location	Alternate Route Alignment Submitted/ Suggested	Suggests Micro-siting	Develop Route from Description	Prepare Figure Map	Prepare Comparative Table	Suggest IPC Follow Up			
186	50104	EDNA HARRELL;BOB HARRELL JR	Perhaps Idaho Power, who does want it, could bury it or take it through the Buchanan Route further west where there are few people and acres of rangeland possibilities.	5	30	Structure and Routing	NA	N	Y	N	N	N	N	N	N	Address in Underground Technology Section in EIS Address Western Alternative Route as CBE in EIS	Address in EIS under underground alternatives. During the CAP routes were considered which headed west along the PP&L 500kV transmission line toward Buchanan, then headed north through Grant County toward Boardman. See B2H website (link at right). A western alternative was carried throughout the CAP. Analysis showed that while there is less population, the environmental issues along this route were more substantial than those along an eastern route due to the remoteness and undisturbed nature of the lands. See Siting Study Section 3 Siting, especially Table 3.4-1. Address western alternative route as CBE in EIS.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C9' and 'Route C9 Preliminary Evaluation'. Also see Routes C18, S29, S23, S96.
38	5109	VICKI T WARES	If, 500kV monstrosities are mandated to Baker County, I cannot rationally believe that they should be any place but on public land or on the I-84 corridor (and buried near the airport). To place these giants anywhere else fails all social and environmental tests and proves that the siting process is a result of power politics and not rational or scientific routing decisions. This public project belongs on public land! But that argument is given no credence by the federal or state agencies and least of all by Idaho Power. The interstate has already divided Baker Valley, environmentally and visually. We have taken a beautiful valley and built a transport system through it (which, incidentally, I use myself) on some of the best agricultural land in Baker County. Bill boards are spreading like an invasive species and interstate development grows uglier every year. I-84 very effectively divides ecological systems also. We only have to view the road kills to be convinced of that. The environmental integrity of Baker Valley is already compromised; this is the place to locate the IP right-of way; why would we extend the destruction to areas still sustaining vestiges of beauty and ecological	1	30	General	MP 136 - MP 165	N	N	Y	N	N	N	N	N	Address in Underground Technology Section in EIS CBE	It is noted that a logical place to locate the transmission line through Baker Valley would be along the I-84 corridor. However, due to additional constraints, including irrigated agriculture, airport clear zone and residences, paralleling the I-84 corridor through this area was determined not feasible. Underground alternatives will be addressed in the EIS. 1. See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team. Scroll down to heading "Fifth Meeting" and click "CAP Routing Presentation". See slide 32. Slide shows a route between UN4 and BA8 which fits concept described. Route was considered but eliminated because would require crossing of the Baker Airport Clear Zone, an exclusion area. 2. See also Siting Study Figure 3.4-7 for Permitting Analysis - note Segment UN4 - BA8. 3. See also B2H website: Idaho Power > Community Advisory Process > Maps > Maps Archive; Scroll down to "Initial Proposed Routes - Fall 2009". Select 'Route C11' and 'Route C11 Preliminary Evaluation'. 4. See siting Study Appendix C Constraints Crossed - Permitting Difficulty Overview for reference to Airport Exclusion Area Permitting Difficulty. See response to Letter 5038, Comment 1 re Public Land. See response to Letter 5088, Comment 1 re I-84.	See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team > Fifth Meeting > CAP Routing Presentation (PDF, 2.7 MB) > Slide 32
32	5093	DUNCAN MACKENZIE;BETH MACKENZIE	there are BLM lands in near proximity that are obviously a more reasonable location. The feeling of many citizens in Baker is that the line go through the Buchanan Route near Burns.	2	30	Routing	NA	N	Y	N	N	N	N	N	N	Address Western Alternative Route as CBE in EIS	While BLM lands are found in Baker County, environmental constraints have restricted the ability to permit a 500kV transmission line across much of them. The major environmental constraint in this area is the Sage-grouse lek 2-mile buffer sites. The ODFW considers lek buffers Category 1 habitat, for which there is no mitigation. See OAR 635-415-0000. During the CAP routes were considered which headed west along the PP&L 500kV transmission line toward Buchanan, then headed north through Grant County toward Boardman. See B2H website (link at right). A western alternative was carried throughout the CAP. Analysis showed that while there is less population, the environmental issues along this route were more substantial than those along an eastern route due to the remoteness and undisturbed nature of the lands. See Siting Study Section 3 Siting, especially Table 3.4-1. Address western alternative route as CBE in EIS.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C9' and 'Route C9 Preliminary Evaluation'. Also see Routes C18, S29, S23, S96.
72	5186	ROJE S GOOTEE	I continue to urge Idaho Power and the reviewing agencies to approve the routing alternative presented in the Notice of Intent that is now under review, and to reject any proposed 'western' alternatives that would route this transmission line through the unfragmented and ecologically irreplaceable terrain of the John Day River system.	1	30	General	NA	N	N	Y	N	N	N	N	N	Address Western Alternative Route as CBE in EIS	This route is IPC's Proposed Route. See Siting Study and POD. Address western alternative route as CBE in EIS.	

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								General		Route								
	Letter Number	Commenter	Comment	Letter Comment Number	Scoping Report Comment Category	*Routing, Structure, Energy, General*	Location Relative to IPC Proposed Route Mile Postings	Concept - Not Location Specific	Clearly defined - No Specific Route Location	Alternate Route Alignment Submitted/ Suggested	Suggests Micro-siting	Develop Route from Description	Prepare Figure Map	Prepare Comparative Table	Suggest IPC Follow Up			
181	40050	JOHN ELEY;ESTHER ELEY	(Western route)... it makes no sense whatsoever, in our view, to cross all the difficult terrain, disrupting wildlife, ranches, and homesteads, when there is a corridor already in place that could be used without the negative impact such a huge power transmission line would cause in the pristine forests and unspoiled terrain of the hills. That corridor runs northwest along highway 84.	1	30	General	MP 1-MP299	N	N	N	N	N	N	N	N	Address Western Alternative Route as CBE in EIS	This route is IPC's Proposed Route (eastern alternative). See Siting Study and POD. Address western alternative route as CBE in EIS.	
188	50105	KATHRYN FRIEDRICH	Evaluating the above comparisons between the I-84 Route and the Western Route in Grant County suggests choosing I-84 as the preferred routing for the Boardman to Hemingway Transmission Line would provide a considerable cost savings in terms of monetary expenditures as well as avoiding the considerable cost of environmental damage to Grant County as the following numbers reveal:	3	30	General	NA	N	N	N	N	N	N	N	N	Address Western Alternative Route as CBE in EIS	Comment noted, through the CAP and subsequent analyses, IPC has selected the eastern alternative over the western alternative. Full discussion of selection process can be found in the Siting Study. Address western alternative route as CBE in EIS.	
43	5125	JIM KEY	The best route across Morrow County is the Green or South route. It bypasses all the High Value Irrigated farm land and the higher populated areas, and is the shortest and least costly route. It's time we started thinking and caring more about people, their lives, and their habitats, then about "Rodents"!! It is my understanding, and I could be wrong, but I heard that the Gas pipe line that will run from the mainline to your new Gas Fired Generation Plant will be under Federal Jurisdiction and won't have to abide by the State or Nature Conservatory's wishes. I would look into tying your easment to theirs and avoid that nonsense and wast of money of heading West to go East.	5	30	General	Bombing Range South Alternative	N	N	N	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes resulting from Landowner Meetings in Detail in EIS	See response to Letter 5018, Comment 1. EFSC standards apply to all proposed energy facilities. Crossing Category 1 Habitat associated with WGS is prohibited.	
58	5157	HENRY LORENZEN	Wood Farm strongly urges Idaho Power Company to locate the transmission line along the Bombing Range South Alternative Route. This alternative would avoid significant interference with a large number of circle pivot irrigation systems and the danger inherent in operating a 500,000 volt transmission near them.	1	30	Routing	Bombing Range South Alternative	N	N	N	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes resulting from Landowner Meetings in Detail in EIS	IPC's 12-6 Proposed Route is now the alignment heading south out of the Grassland Substation and along the southern border of the Bombing Range. See also Letter 5018, Comment 1.	
118	5244	EARL L AYLETT	The southern alternative route accomplishes this the best of all routes proposed. The line can run down the border of the conservation leased land to the west, turn and head south east through dry land farming which is not impacted to the degree that irrigated land at the northern route.	1	30	General	Bombing Range South Alternative	N	N	N	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes resulting from Landowner Meetings in Detail in EIS	See response to Letter 5125, Comment 5.	
36	5100	THOMAS THOMPSON	We would like the see the Class Hill alternative be picked because it avoids our land.	7	30	General	Glass Hill Alternative	N	N	N	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	Comment noted. Alternatives will be studied in detail in the EIS. See response to Letter 4005, Comment 3.	

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								General		*Route*								
	Letter Number	Commenter	Comment	Letter Comment Number	Scoping Report Comment Category	*Routing, Structure, Energy, General*	Location Relative to IPC Proposed Route Mile Postings	Concept - Not Location Specific	Clearly defined - No Specific Route Location	Alternate Route Alignment Submitted/ Suggested	Suggests Micro-siting	Develop Route from Description	Prepare Figure Map	Prepare Comparative Table	Suggest IPC Follow Up			
56	5149	DR KAREN ANTELL	Our opinion is that every attempt should be made to locate any new transmission lines through Union County along existing corridors, such as I-84, or the natural gas pipeline.	1	30	Routing	MP 97 - MP 137	Y	N	N	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	Existing corridors were considered opportunities throughout the initial siting process. See Siting Study Section 2.2 Constraints and Opportunities. From MP 97 south through MP 109, the existing 230kV and I-84 corridor is followed as best as possible. Between MP 109 and MP 122 a Route alternative parallel to existing 230kV line was considered but eliminated (during CAP process) north of MP 123 due to location of Ladd Marsh Wildlife Management Area. This is an exclusion area under OR EFSC criteria (See OAR 345-022-0040 Protected Areas Standard, letter p). See also B2H website: Idaho Power > Community Advisory Process > Maps > Maps Archive; Scroll down to "Initial Proposed Routes - Fall 2009". Select 'Route C11' and 'Route C11 Preliminary Evaluation'. See Siting Study Figure 3.4-7 for Permitting Analysis - note segment UN1 - UN3. From MP 122 - MP 137 efforts were made to join back up with I-84 and the existing 230kV where possible while consideration to visual impacts was also a priority. Revised Scoping Route 12-6 does increase use of pipeline Right-of-way in the vicinity of La Grande per a landowner request. See also response to Letter 4005, Comment 3.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C11' and 'Route C11 Preliminary Evaluation'.
59	5158	MATT TURLEY	Common sense would tell me that the best route for this line that would result in the least impact on wildlife and adjacent property owners would be to follow the existing 230 kV electrical line along Ladd Canyon and above Foothill Road until you reach the existing gas pipeline corridor which you could then parrallel until you reach the Grande Ronde River south of Hilgard Park.	3	30	Routing	MP 109 - MP 122	N	N	Y	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	See response to Letter 4005, Comment 3.	See response to Letter 4005, Comment 3.
60	5161	ROBERT DALE MILLER	turning the line northerly one ridge to the east of the proposed route, there is an open ridge that would be more acceptable to me. (See Map #1). This open ridge is land that should lower your present construction costs and also your future maintenance costs.	6	30	Routing	NE of MP 112 - MP 115 (Glass Hill Alternative MP 3.6 - MP 5.2)	N	N	Y	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	Map # 1 Submitted by Commenter shows route following the Glass Hill Alternative between MP 3.6 and MP 5.2. The Glass Hill Alternative will be studied in detail in the EIS. See response to Letter 4005, Comment 3.	
82	5191	THOMAS THOMPSON	analize another another alternative the would put the Powerline along the existing BPA or Horizon easement so only 1/3 our our property will remain devalued. Our specific area is MP 122 and 123	3	30	Routing	MP 122 - MP 123	N	N	Y	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	See response to Letter 4005, Comment 3.	See response to Letter 4005, Comment 3.
101	5218	MARILYN WEIK;ROBERT A WEIK	follow as closely as possible the existing transmission corridor [69KV/ WECC/ BPA] that runs along Doug Beans' property, goes to the edge of LaGrande and on to Island City... If for some reason it is not possible to follow the existing transmission line [69KV/WECC/BPA] line all the way to Island City, the next best option is to follow the exisitng line as far as possible along Doug Bean's property and then work with the recommendation of the Idaho Power project engineer for the least environmental and aethsetic impact.	6	30	Routing	East along existing 230kV from MP 109	N	Y	N	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	Assumed comment suggests alternative along existing 230kV transmission line heading into La Grande from the west around MP 109 (commenter refers to 69kV, however, we couldn't find this line and assumed reference was to existing 230kV. See Scoping Alternative 5228 (similar concept but route well defined by commenter, Doug Bean/For the Girls LLC). See also response to Letter 4005, Comment 3.	
107	5225	BENJAMIN ROYER	I know that there is already a swath cut through the forest just a few miles from our property...would it not suffice to utilize that easement instead?	4	30	Routing	East of MP 120	N	Y	N	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	Assumed Royer is referring to 230kV east of parcel 04S38E02601. See response to Letter 4005, Comment 3.	
114	5235	RONNIE BELSMA	Boardman to Hemingway Transmission Line Project's proposed route and the Glass Hill Alternative route on Ronnie Belsma's land in Township 4 South Range 37 East and Township 4 South Range 38 East in Union County, Oregon, southeast of La Grande. I hope you reconsider and select a more northerly route off of my properties that parallels or follows more closely the existing corridor for high voltage power lines used by BPA 230-k V line near 1-84 and a more direct route to Hemingway.	1	30	Routing	South of MP 115 - MP 118 (Glass Hill Alternative MP 5 - MP 10)	N	Y	N	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	Proposed Route does not crossing Belsma's property, the Glass Hill alternative does, from MP 5 - MP 10. See response to Letter 4005, Comment 3.	

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116	5237	LLOYD ROYER	There are already existing power line routes that could be utilized for this. There is also a natural gas pipeline route nearby which could be used.	9	30	General	East of MP 120	N	Y	N	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	Comment suggests alternative along existing 230kV transmission and pipeline heading into La Grande. See response to Letter 4005, Comment 3.	
135	5257	COLLEEN FAGAN	ODFW recommends that IPC develop an additional alternative that has the proposed route crossing Ladd Creek and Ladd Canyon in the same location as the existing 230 kV line, and that comes across the face of Glass Hill. The alternative would parallel the 230 kV line, including pulling closer to the existing transmission line, beginning at TM 128.	14	30	Routing	North of MP 128	N	Y	N	N	N	N	N	N	Analyze Optimized Proposed and Alternative Routes then Consider in Detail or as CBE in EIS	1. Paralleling the 230kV north of MP 128 was considered as was a suggested CAP route C17B. This is not possible due to WECC regulations requiring a 1500ft offset (or the length of the longest span) from the 230kV transmission lines. See Siting Report Section 2.2 Constraints and Opportunities. 2. Additionally, paralleling the 230kV north of MP 128 would require 2 crossings of I-84, making the line very visible in a scenic area. 3. The existing 230kV line crosses both Ladd Creek and Ladd Canyon Pond, crossing Ladd Creek where it is designated as a Special Status Stream. Where the alternative and proposed routes are sited, there is only one stream crossing (Ladd Creek) and the crossing is south of the Special Status designation. See also response to Letter 4005, Comment 3.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C17' and 'Route C17 Preliminary Evaluation'.
19	5060	SUSAN C SMITH	then why not take the B 2 H line east from the Columbia Gorge into Idaho and deal with your own Idaho residents on its placement in their back yards?	1	30	Routing	NA	N	Y	N	N	N	N	N	N	Considered but Eliminated (CBE)	Routes north from the Boardman area into Washington State and south through Idaho, avoiding Oregon State, to Hemingway were proposed during the CAP. It was determined that these routes did not meet the Purpose and Need of the B2H Project. They were over 100 miles longer than the next longest route, involved a new state and would result in significantly more environmental impact. See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team. Scroll down to heading "Fifth Meeting" and click "CAP Routing Presentation". See slides 23-25.	See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team > Fifth Meeting > CAP Routing Presentation (PDF, 2.7 MB) > Slides 23-25
20	5060	SUSAN C SMITH	you should be willing to sacrifice your State lands to transfer it to your buyers. Rural Oregon should not be the only location considered. Run the line through Idaho.	3	30	Routing	NA	N	Y	N	N	N	N	N	N	CBE	See response to Letter 5060, Comment 1.	See response to Letter 5060, Comment 1.
25	5074	DAN TURLEY	The 230 kV line then crosses the existing gas transmission pipeline corridor which turns to the west. Following the existing electrical line to the pipeline and then paralleling the pipeline corridor would minimize the impact of the new transmission line as it crosses through this area. The line then could connect back into the proposed route south of Hilgard State Park.	8	30	Routing	MP 109 - MP 122	N	N	Y	N	N	N	N	N	CBE	See Letter 4005, Comment 3.	See Letter 4005, Comment 3.
26	5074	DAN TURLEY	I do appreciate the attempt by the developers to minimize the visual impact to the residents of La Grande but strongly believe that being able to see a small portion of the line from La Grande is much more acceptable than constructing it through predominately forested lands with such high returning wildlife habitat, recreational and aesthetic value.	9	30	General	MP 109 - MP 122	Y	N	N	N	N	N	N	N	CBE	See Letter 4005, Comment 3. Analysis of both wildlife impacts and visual impacts will be addressed in the EIS.	
86	5195	MARCELLA PRATT	If such a transmission line must be built, then it should go southward from Boardman through the barren lands and head eastward through the barren Lime location near H-84 north of Ontario. Or perhaps the state of Washington would transmit the energy.	5	30	Routing	NA	N	N	Y	N	N	N	N	N	CBE	Considered as part of CAP routing process. See Siting Study Section 3 Siting; See Figure 3.4-7, 3.4-8 and 3.4-9 MO26-MO24-UM6-GR1-BA1-BA2-MA1-MA2-BA14. As shown on Figure 3.4-2, a permitting barrier exists in the middle of the study area. UM6-GR1 is not feasible due to need to cross a State Scenic Waterway, an exclusion area under OR EFSC criteria (See OAR 345-022-0040 Protected Areas Standard, letter k). For further explanation refer to section 3.4 in Siting Study.	
91	5200	MELDA SCHIEMER	I encourage the BLM and the ODOE to consider lines that have been proposed in the state of Idaho.	1	30	General	NA	N	Y	N	N	N	N	N	N	CBE	Route Concept considered during Siting. See Siting Report Section 3, specifically sections 3.3.14 and 3.4.	

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95	5202	GENE E BRAY;LAIRD J LUCAS	Specifically, BLM must evaluate a corridor siting alternative that would avoid crossing public lands in the southern portion of the proposed line, i.e., from Hemingway to Huntington, OR. This alternative site route appears to be both feasible and more desirable from the context of utilizing existing developed corridors and roadways. This alternative route would go from Hemingway to the Bowmont Substation four miles north of Melba, then north to the vicinity of Weiser, all in Idaho; and then go west across the Snake River to Huntington, OR, there joining the currently proposed route. This route is already laced with corridors of various types and has a good road and highway infrastructure that services the largely rural and agriculture-oriented reach up the east side of the Snake River. There has already been county approval in Owyhee and Canyon Counties in Idaho relative to this project in that there is a functioning tie-line from Hemingway to Bowmont Substation four miles north of Melba. These robust steel towers get the line over the Snake River and run about ten miles between the two stations. From that line it is about 23	6	30	Routing	East of MP 198 - MP 298	N	N	Y	N	N	N	N	N	CBE	Route Concept has been considered during Siting and CAP and eliminated. 1. Initial CAP proposed routes S6, S7, and S13 capture this concept. See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select links for S6, S7, and S13. 2. See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive - Under heading "Revised Routes - Detailed Evaluation - Winter 2009/2010" review Segments BA17-WA1-PA1-PA2-OW2 in *Permitting, Constructability and Mitigation Cost Summary* Maps; Review also *Analysis by Region* > *Region Maps* > South PAT > Snake River Valley map 3. See also Siting Study Section 3, specifically sections 3.3.14 and 3.4. Note figure 3.4-7, 8 and 9. Segments BA17-WA1-PA1-PA2-OW2 or BA13-WA1-PA1-PA2-OW2-OW1 for permitting difficulty analysis.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive
127	5255	RORY WESTBERG	the eastern alignment shown on the resources map would have significantly less impact on views of the trail from the Oregon Trail Interpretive Center at Baker City. It would avoid crossing the historic trail near the interpretive center and intervening topography would hide the transmission line from view of that facility.	3	30	General	Assume virtue flat and add MPs			Y	N	N	N	N	N	CBE	Letter and comments indicate that Lee Kreutzer (on behalf of Rory Westburg) reviewed the April 2010 maps instead of August 2010 maps. The comment refers to Virtue Flat Alternative. See Figure 1.1-1 and Section 7.4.4 along with Appendix A Maps 66-68 in POD; See also Siting Study section 4.2.4, Figure 4.1.4-1 and Appendix E Maps 66-68; See also NOI Exhibit D6, Figure G-1-5.	
155	5280	DANIELLE MCNAIR	The further west you go, the less people are impacted.	1	30	General	NA	Y	N	N	N	N	N	N	N	CBE	Comment noted. Avoiding populated areas like cities, towns and individual homes has been siting criteria from the beginning of routing activity. During the CAP routes were considered which headed south from Boardman, through Grant/Harney/Malheur Counties to the Hemingway Substation. See original CAP routes on B2H website. However the eastern route through the study area was determined to be the most feasible considering permitting and construction difficulty. See Siting Study 3.4 Alternative Routes. Address western alternative route as CBE in EIS.	
179	40035	RON GREB;SALLY GREB	the alternative eastern route – I-84 would be the most logical if there is no other possible site than Oregon... From the mileage standpoint the eastern route would be shorter. It would be less difficult to construct, less invasive for special status streams and pristine national forests	1	30	General	MP 1-MP299	N	N	N	N	N	N	N	N	CBE	The eastern alternative is IPC's proposed Route. See Siting Study and POD. See response to Letter 5088, Comment 1 .	
180	40046	GARY LANGENFELD	If Idaho needs more electricity they should build a power plant in Idaho and not clutter up our beautiful countryside.	3	30	General	NA	N	N	N	N	N	N	N	N	CBE	See response to Letter 5004, Comment 2.	
15	5050	BARBARA FLEMING	Dick Fleming has sent a proposal for a more eastern route that would be lower, thus less visible. It would be on BLM property. You moved to BLM in Malheur County, try it in Baker County also.	5	30	General	NA	Y	N	N	N	N	N	N	N	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	Comment noted. See response to Dick Fleming's Letter 5023, Comment 3 and 4. See response to Letter 5013, Comment 1 re Virtue Flat. See response to Letter 5038, Comment 1 re Public Land.	
27	5082	BERTHELSON	We do not believe the powerline should be placed anywhere on the west side of the Or. Trail Interpetive Center. Baker City residents have worked hard	1	30	Routing	MP 152 - MP 158	N	Y	N	N	N	N	N	N	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	Comment noted. Through the CAP and subsequent analyses, IPC has selected a route placing the B2H line east of the Interpretive Center. See Siting Study section 3.3.8 for further discussion on selection process. See response to 5013, Comment 1.	
46	5130	AMANDA WILDE;SCOTT WILDE;OLIVER WILDE;CHRISTIE WILDE	It is extremely important to us that the Transmission Line is located on public land by the Interpretive Center.	1	30	Routing	MP 152 - MP 159	N	Y	N	N	N	N	N	N	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	See response to Letter 5013, Comment 1 re Virtue Flat. See response to Letter 5038, Comment 1 re Public Land.	

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49	5138	RON ROWAN	We are in favor of the eastern route for the power line so that it is out of site of the OTIC. We realize there are some issues with this route, but feel it is the best alternative we have been given for a power line through Baker County.	2	30	Routing	MP 137-MP207	N	N	N	N	N	N	N	N	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	This route is IPC's proposed Route. See Siting Study and POD. See response to Letter 5013, Comment 1.	
50	5139	ANN ROWAN	We are in favor of the eastern route for the power line so that it is out of site of the OTIC. We realize there are some issues with this route, but feel it is the best alternative we have been given for a power line through Baker County.	2	30	Routing	MP 137-MP 207	N	N	N	N	N	N	N	N	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	This route is IPC's proposed Route. See Siting Study and POD. See response to Letter 5013, Comment 1.	
108	5226	TI HAYS	Further, we recommend that BLM, to the maximum extent possible, develop alternatives that comply with the management prescriptions contained in the Baker RMP and Vale District's Oregon NHT Management Plan for the Oregon NHT, including the visual resource management prescriptions applicable to the Oregon Trail ACEC and Oregon Trail Geographic Unit.	5	30	General	NA	N	N	N	N	N	N	N	N	Develop Alternatives as Necessary and Consider in Detail or as CBE in EIS Depending on Resource Impacts	Any location where VRM I or VRM II is crossed will require an alternative that avoids crossing these VRM Class lands.	
128	5257	COLLEEN FAGAN	ODFW recommends that IPC meet with ODFW to develop a preferred route.	1	30	General	NA	NA	NA	NA	NA	N	N	N	N	Multi Agency Consultation	Selection of a preferred route is an outcome of the NEPA process and not the result of a bilateral agreement between ODFW and IPC. Multi agency and IPC meeting would be appropriate.	
129	5257	COLLEEN FAGAN	Additional constraints for development should include sage-grouse brood rearing and winter habitat. ODFW's current policy identifies these habitats as category 2 and recommends no development within .5 miles of these areas. In addition, unimproved roads should be located greater than or equal to 1.0 mile from occupied leks.	3	30	General	NA	NA	NA	NA	NA	N	N	N	N	Multi Agency Consultation	1. The IPC Biologist has indicated that no sage-grouse brood rearing habitat data is available at this time. There has been discussion with ODFW biologist that these areas may be able to be developed through GIS analysis. Should follow up with ODFW. 2. The Winter Habitat data is incomplete in the Draft ODFW Greater Sage-grouse Conservation Assessment and Strategy for Oregon. The draft winter range data has been added as a project constraint and category 2 habitat and development within 0.5 mi of these areas should be noted. 3. For unimproved roads, the ODFW recommendation is only greater than or = to 0.5 mi, not 1.0 miles. Need to follow up. See Recommendations for Greater Sage-grouse Habitat Classification under ODFW's Fish and Wildlife Habitat Mitigation Policy, August 2009.Should address in EIS.	See ODFW's Sage-Grouse Habitat Mitigation Recommendations
130	5257	COLLEEN FAGAN	additional terrestrial species should be considered constraints when evaluating potential corridors including state and federal threatened, endangered, and sensitive species (TE&S).	4	30	General	NA	NA	NA	NA	NA	N	N	N	N	Multi Agency Consultation	1. Available data for big game winter range, special status streams, Washington ground squirrel and sage-grouse data was considered throughout the siting process. See Siting Study Section 2 and Appendix A. 2. ORNHIC data was considered but much of this data is outdated, inaccurate and/or incomplete for each species. 3. If ODFW has delineated other areas where certain species exist, we could include them in the analysis. 4. Biological surveys will be performed to better identify species occurrence and habitat along the Proposed Route. Surveys to be performed are described in the Draft Biological Survey Work Plan, which underwent recent ODFW review and comments are being addressed. This plan with address State and Federal Endangered species as applicable.	
132	5257	COLLEEN FAGAN	ODFW believes considerations for project routing and selection should also include acreage/miles of Category 1 and Category 2 habitat impacted by the project and the presence of TE&S species and their habitat.	7	30	General	NA	NA	NA	NA	NA	N	N	N	N	Multi Agency Consultation	1. The route siting process included consideration of category 1 and 2 habitat as well as mitigation cost analysis performed on all CAP routes. The analysis incorporated biological habitat categories based on available data sources. See Siting Study Figure 3.4-9 and section 3.3 Regional Analyses. 2. The IPC Proposed Route and Alternatives will undergo a detailed habitat categorization which may result in route realignments. This process will also be applied to NEPA routes on a more qualitative basis. 3. The requested data will be developed and refined through the biological surveys.	
145	5258	GARY MILLER	verify with the Idaho Department of Fish and Game that the proposed route does not come within two miles of any known sage-grouse leks within Owyhee County and reroute further than two miles from any sage-grouse lek in Idaho.	4	30	Routing	MP 276 - MP 299	N	N	N	Y	N	N	N	N	Pending	IDFG and Idaho BLM were consulted during the B2H siting process and GIS data for known sage-grouse leks within Idaho was collected and used as a constraint. See Siting Study Appendix A Constraints and Opportunities. Continue to ensure most current Sage-grouse data is used. A two-mile buffer around leks is ODFW's exclusion standard. Idaho has no exclusion standard.	
146	5258	GARY MILLER	The Service recommends continued analysis and prioritization of other alternative routes that better avoid sage-grouse leks and high quality sage-steppe habitat, and minimize impacts to other trust resources and protected lands.	5	30	General	NA	N	N	N	N	N	N	N	N	Pending	Several alternatives will be studied in further detail in the EIS process. See response to Letter 5258, Comment 4.	
3	5004	ROBERT HALL	Produce most electricity at the source of its use is a better way to build a power system for the future for your customer energy needs while causing less of a negative impact on the environment and citizens of Eastern Oregon. Pursue solar energy production on roof tops where energy is produced at the source of use eliminating the need for expensive environmental degrading power lines.	2	30	Energy	NA	N	N	N	N	N	N	N	N	NFA	The purpose of the B2H Project is to increase transmission capacity connecting the Pacific Northwest to the Intermountain Region of Southwestern Idaho in to alleviate existing transmission constraints and to ensure sufficient capacity to meet projected increased system loads. See Purpose and Need Section 2 in POD. Additional generation facilities, like solar energy, nuclear, and natural gas plants, will not provide the regional transmission connectivity needed, which will allow excess power in the northwest to be efficiently transported to the Southwestern Idaho in times of high demand, and conversely, allow Southwestern Idaho to send excess power to the northwest grid.	

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4	5004	ROBERT HALL	put the line somewhere less populated	4	30	General	NA	N	N	N	N	N	N	N	N	NFA	Comment noted. Avoiding populated areas like cities, towns and individual homes have been siting criteria from the beginning of routing activity.	
9	5020	REED DEVON WAITE	I have an existing Idaho Power transmission line through my property. If the proposed line comes through I would like it to go near the existing line so it would not cut my property into more pieces that would make it less usable and less valuable.	1	30	Routing	MP 122	N	N	N	Y	N	N	N	N	NFA	Comment noted; however, for reliability reasons WWEC regulations require a minimum separation of 1500ft between transmission lines (above 230kV) or the length of longest span. IPC's 12-6 route has been relocated approximately 1 mile west of where the scoping proposed route was located at MP 122. At the current time, the line is no longer on commenter's property.	
11	5023	DICK FLEMING	The existing 230 kv line east of town is accepted. If it was replaced with a stacked 500 kv + 230 kv stacked circuits, the visual impact would be minimal. Use corten steel on light painted towers it would be minimally less intrusive	7	30	Structure	MP 151 - MP 164	N	N	Y	N	N	N	N	N	NFA	Double circuit 500kV/ 230kV transmission structures would be significantly taller and more visible than the much shorter existing wood pole H-frame structures and proposed 500kV lattice structures. Regardless, combining the 230kV and 500kV lines does not meet the WWEC regulatory criteria for reliability which requires a 1500ft separation (or length of longest span) between 230kV and 500kV lines.	
14	5038	LIN MITCHELL	I think keeping the project as much as possible on public land is best. Private land has too many obstacles.	1	30	General	NA	Y	N	N	N	N	N	N	N	NFA	In order to provide a fair and unbiased assessment of environmental issues, property ownership was a secondary consideration to environmental constraints. Before property ownership was involved with the siting process, the constraints on the land were assessed. Once determined that adjacent private and public parcels were equally constrained, then efforts to place the line on public land rather than private were made. However, environmental constraints played the most significant role in the siting of the route as ultimately the line needs to be permitted.	
16	5052	LINDA DRISKILL	We work closely with the Hells Canyon Preservation Council to identify and protect core habitat areas with connectivity tin the Blue Mountain Province. In this capacity, we oppose the B2H line going through prime core habitats and connectivity areas.	1	30	General	NA	Y	N	N	N	N	N	N	N	NFA	Comment Noted. Wildlife Habitat areas will be surveyed and mitigation measures will be implemented where necessary. Wildlife impacts will be addressed in the EIS.	
17	5054	BECKY HOEFT	Do you have other options for the line other than private property or other than being so near to homes?	11	30	General	NA	N	N	N	N	N	N	N	N	NFA	Alternatives throughout the study area have been developed and analyzed. It is unlikely that the route will not affect any private lands, but efforts to maximize distance from residences has been a siting consideration.	
21	5061	ED KERSHNER	All lines should be (1) one mile from human habitation and or critical wildlife areas (Snake River Birds of Prey for example).	1	30	Routing	NA	Y	N	N	N	N	N	N	N	NFA	Federal and State regulations protect critical wildlife areas and often require minimum setbacks. These requirements must be met in order for a permit to be obtained. Populated areas (i.e. towns, cities) are siting constraints and efforts to avoid impacts to these areas have been taken in siting the proposed and alternate routes. See Siting Study, Appendix C. Keeping lines one mile from occupied structures would not be feasible, instead, a minimum setback of 300ft from occupied residences has been applied. However, efforts were made to maximize distance from occupied residences where possible.	
22	5068	PEGGI TIMM	1. My first preference is to follow from Boardman thru AMorrow, Grant Malheur counties to Hemingway.	1	30	Routing	NA	Y	N	N	N	N	N	N	N	NFA	During the CAP routes were considered which headed south from Boardman, through Grant/Harney/Malheur Counties to the Hemingway Substation. See original CAP routes on B2H website. However the eastern route through the study area was determined to be the most feasible considering permitting and construction difficulty. See Siting Study 3.4 Alternative Routes.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C9' and 'Route C9 Preliminary Evaluation'. Also see Routes C18, S29, S23, S96.
24	5074	DAN TURLEY	Given the numerous adverse impacts that this line will have if it is constructed though predominately forested areas I would hope that every effort would be made to keep the route in predominantly opened areas and that it would follow existing utility corridors as much as possible.	7	30	Routing	NA	Y	N	N	N	N	N	N	N	NFA	Efforts to site the line with a minimal impact to the environment has been a siting criteria throughout the B2H Project. The value of forested lands is noted, and existing utility corridors are considered siting opportunities. See Siting Study Section 2 Approach to Siting. The IPC proposed route (eastern alternative) affects the least amount of forest land out of the three major alternative routes evaluated. See Siting Study Table 3.4-1.	

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31	5090	FAY STEIN-SWANSON;ROD SWANSON	We prefer that this transmission line not even come through Union County.	1	30	Routing	MP 97 - MP 137	Y	N	N	N	N	N	N	N	NFA	Alternatives to siting the transmission line through Union County have been considered through the CAP. See B2H website (link at right). Through analysis of these alternatives, it has been shown that the most feasible route from a permitting and construction difficulty standpoint is an eastern route which runs through Union County. See Siting Study Section 3 Siting.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C9' and 'Route C9 Preliminary Evaluation'. Also see Routes C18, S29, S23, S96.
39	5112	VICKI T WARES	Transmission lines have already been constructed here and the B2H-IP line should be positioned as close to them as safety will allow.	3	30	Routing	MP 137 - MP 199	Y	N	N	N	N	N	N	N	NFA	Existing transmission lines have been considered a siting opportunity throughout the siting process. See Siting Study Section 2.2.2 Opportunities. The location of the transmission line within Baker County makes the most use of the existing transmission corridors as possible, while still accounting for additional constraints that are nearby. Between MP 137 and MP 151, the line is located adjacent to the existing IPC 230kV ROW. It is necessary to place the 500kV line 1500ft (or the length of the longest span) away from the existing line in order to meet WECC regulations regarding safety and reliability. Between MP 165 and MP 176, the line is again adjacent to the existing transmission line ROW's where feasible. Once south of Durkee, the existing lines are again paralleled where possible, and efforts to use existing ROW's have been made - the existing 69kV and 138kV lines are going to be rebuilt as double circuit lines between MP 188 and MP 193, in order to place the new 500kV line in the existing 138kV ROW, minimizing new impacts.	
41	5120	JEAN EILEEN BARBER	If the line is for the public good, put it on public land. You can go along existing corridors if necessary	2	30	General	NA	Y	N	N	N	N	N	N	N	NFA	See response to Letter 5038, Comment 1.	
42	5121	PETE MORGAN	Keep this line on public lands. Not on private lands.	1	30	General	NA	Y	N	N	N	N	N	N	N	NFA	See response to Letter 5038, Comment 1.	
45	5129	DAVID MILDREXLER	Boise should Pursue Conservation and local energy development Conservation measures should be completely exhausted before such large-scale energy developments are proposed. I see no evidence to suggest that Boise has even partially tapped into the conservation potential in Boise itself. Alternatives such as natural gas plants in or near Boise could also help to meet energy demand and eliminate the need for a transmission line that stretches across 300 miles of the Great Basin and Blue Mountains Ecoregions, of which one-third is federal land; lands critical for wildlife connectivity...I specifically request that the Agencies analyze an alternative that meets Idaho's energy needs with conservation measures and the potential construction of a natural gas power plant near Boise. This alternative would not include the B2H transmission line.	4	30	Energy	NA	N	N	N	N	N	N	N	N	NFA	See response to Letter 5004, Comment 2. The Project as proposed is consistent with IPC's IRP.	
47	5135	CHLOE HUGHES	The Eastern Route is more developed and already has the necessary access roads and highways, whereas the Western Route will need to survey and build new roads. I am recommending that Idaho Power choose the more developed less expensive and more permit-able Eastern Route near the I-84 corridor for the B2H transmission line. This Route already has a sizable utility corridor.	10	30	General	MP 1-MP299	N	N	N	N	N	N	N	N	NFA	This route is IPC's proposed Route. See Siting Study and POD.	
51	5142	BILL RICHARDSON	Whenever possible, place transmission lines in existing energy or transportation right-of way corridors.	4	30	Routing	NA	Y	N	N	N	N	N	N	N	NFA	Route Concept considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview	

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52	5142	BILL RICHARDSON	Avoid constructing transmission lines in undisturbed natural areas.	5	30	General	NA	Y	N	N	N	N	N	N	N	NFA	Route Concept considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview	
55	5147	TONY ARNETT	There are many other ways to put this line through without going through private land in which dwellings sit on.	3	30	General	NA	Y	N	N	N	N	N	N	N	NFA	In the CAP this was considered a routing criteria by local citizens. Dwellings were captured in GIS where visible or noted during CAP meetings. Efforts to maximize distance from an occupied structure were made during the siting effort. See Siting Study Section 2.0 Constraints and Opportunities.	
63	5162	DUNCAN FARRIS	Please utilize the millions of acres of BLM lands miles to the south.	3	30	General	MP 276 - MP 299	Y	N	N	N	N	N	N	N	NFA	There are many environmental constraints restricting the location of the transmission line on BLM land along the foothills of the Owyhee Mountains including BLM VRM Class I and II and Areas of Critical Environmental Concern. Much of IPC's 12-6 Proposed Route is now located on BLM land in Owyhee County.	
64	5162	DUNCAN FARRIS	Bare minimum the lines could be double circuited on the existing towers already nearby.	1	30	Structure	MP 276 - MP 299	Y	N	N	N	N	N	N	N	NFA	Assume commenter is referring to the PP&L line which runs to the north of the Proposed B2H line. IPC does not own the PP&L line and double-circuiting 500kV lines is not permitted due to regulatory criteria requiring separation of high-voltage lines (minimum of 1500ft or length of longest span).	
66	5170	JANET S ANGLIN	We suggest that if those towers and lines already exist then why is it not possible to double circuit the lines on those towers that are there. Would that not save a huge amount of money while not causing more towers and lines?	7	30	Structure	MP 259 - MP 299	N	Y	N	N	N	N	N	N	NFA	Assume commenter is referring to the PP&L line which runs to the north of the Proposed B2H line. IPC does not own the PP&L line and double-circuiting 500kV lines is not permitted due to regulatory criteria requiring separation of high-voltage lines (minimum of 1500ft or length of longest span).	
69	5182	DOUG HEIKEN	locating the transmission line on areas that are already significantly modified by human activities, such as highway corridors, agricultural lands, while avoiding less developed and more ecologically intact areas such as native forests and large intact blocks of rangelands.	3	30	Routing	NA	Y	N	N	N	N	N	N	N	NFA	Route Concept considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview	
73	5186	ROJE S GOOTEE	locating the line where it is presently proposed near the I-84 corridor presents numerous functional and financial advantages. A transmission line near I-84 will be substantially less expensive to construct, require far less new roading, be easier to access and service, be located more promixally to the communities it is intended to service, and create far less new ecological disturbance of prisine landscapes.	4	30	Routing	NA	Y	N	N	N	N	N	N	N	NFA	This route is IPC's Proposed Route and follows I-84 as much as practicable. See Siting Study and POD.	
85	5192	MARK CERNY;ADELE CERNY	utilize pre-existing right-of-ways	21	30	Routing	NA	Y	N	N	N	N	N	N	N	NFA	Route Concept considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview	
88	5197	JAMES WARD	I urge you to consider running this line along already opened utility easements.	1	30	Routing	NA	Y	N	N	N	N	N	N	N	NFA	Using or paralleling existing utility easements was considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview	
90	5199	DENNIS BRADLEY	The most logical route to secure for the construction of this line would be the Eastern route, based on the criteria and information presented this route provides the least resource damage, follows 111 miles of existing corridor, allows for the least amount of high construction difficulty and utilizes a 5 mile utility corridor established on the Wallowa Whitman National Forest.	1	30	Routing	MP 1-MP299	N	N	N	N	N	N	N	N	NFA	This route is IPC's Proposed Route. See Siting Study and POD.	
100	5213	GARY BELL	My input is to use a route where power lines already exist... If it is necessary to come near the Belsma property use lower ground to the north that does not offer the tree cover and habitat that exist in this area.	2	30	Routing	South of MP 115 - MP 118 (Glass Hill Alternative MP 5 - MP 10)	N	N	N	N	N	N	N	N	NFA	1. Route Concept considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview 2. IPC's 12-6 Proposed and Alternative Routes do not cross commenter's property.	

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								General		Route								
	Letter Number	Commenter	Comment	Letter Comment Number	Scoping Report Comment Category	*Routing, Structure, Energy, General*	Location Relative to IPC Proposed Route Mile Postings	Concept - Not Location Specific	Clearly defined - No Specific Route Location	Alternate Route Alignment Submitted/ Suggested	Suggests Micro-siting	Develop Route from Description	Prepare Figure Map	Prepare Comparative Table	Suggest IPC Follow Up			
104	5222	LARA ROZZELL	alternative route through Owyhee and Canyon Counties which uses existing corridors and may have much lower impact on wildlife habitat, including irreplaceable sage grouse habitat.	27	30	Routing	MP 277-MP 299	Y	N	N	N	N	N	N	N	NFA	1. The current route is located in northern Owyhee County and follows an existing corridor. 2. Initial CAP proposed routes C13, S13, S18, S7 capture this concept. See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select links for C13, S13, S18, S7. 3. See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive - Under heading "Revised Routes - Detailed Evaluation - Winter 2009/2010" review Segments PA1-OW1 and PA2-OW2 in Permitting, Constructability and Mitigation Cost Summary Maps; Review also Analysis by Region > Region Maps > South PAT > Snake River Valley map 4. Routes through Canyon County have been considered but eliminated. See Siting Study Section 3, specifically sections 3.3.14 and 3.4. Note figure 3.4-7 Segments PA1-OW1 and PA2-OW2 for permitting analysis.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive
106	5224	ROB ALWARD	proposed placement of its transmission line within any part of another existing BLM-designated right-of-way corridor (and which presently is partially occupied by one high kilowatt transmission line) which traverses Vale District public lands east-west, including crossing the Owyhee River below the same dam, but upstream from the other designated corridor which I addressed above. IP needs to include this designated corridor -- or least part of it -- in no less than two of its alternatives to be environmentally assessed when required NEPA documentation	2	30	Routing	MP 259 - MP 276	N	N	Y	N	N	Figure 5224	N	N	NFA	Proposed route sited (nearly) within Vale District utility corridor - offset 1500ft for reliability from existing 500kV places the line just south of vale corridor.	
113	5234	ROGER O. EDIGER	When one studies the Summary of Routes Comparisons Sheet one is left with the obvious conclusion that the Eastern Route is by far the most practical, most simple, least costly, and least problematic of the three proposals. With the Eastern Route following existing corridors, having far less forest right-of-way clearing, over five times less special fish status stream crossings, and close to 50% less miles of high construction difficulty it becomes extremely difficult for anyone to understand why it, the Eastern Alternative Route, should not be the selected route for your proposed transmission line. When one couples the above noted items with the high degree of difficulty in accessing the Boardman site via the Western Alternative Route there can be no other conclusion but to place the line along the proposed Eastern Alternative Route.	10	30	General	NA	N	N	N	N	N	N	N	N	NFA	These are some of the reasons why the Eastern Alternative was selected as the preferred route. See Section 3.4 Alternative Routes for further discussion.	
117	5238	STACEY CALLAWAY;LANTHROP D CALLAWAY	We would like to see you double circuiting the lines on the existing tower or place the line further south across the top of the foothills where no one lives instead of ruining this beautiful valley.	7	30	Structure	MP 282	N	Y	N	N	N	N	N	N	NFA	Reliability issues prevent double-circuiting 230 kV and 500kV transmission lines. WECC regulations require 1500ft offset or minimum length of longest span. IPC's 12-6 locates the line further into the foothills and away from homes and will be analyzed in the EIS.	
119	5244	EARL L AYLETT	It has been purposed to cross the Navy which helps	3	30	General	MP 9 - MP 17	N	N	N	N	N	N	N	N	NFA	IPC has been working with the Department of Defense with regard to locating the line within the northern boundary of the Bombing Range so as to not affect irrigated agricultural practices occurring along the northern side of the boundary. The Navy has consistently advised that this is not possible.	
120	5245	PATRICIA SCOTT	the new lines go on the existing lines	1	30	Structures	NA	Y	N	N	N	N	N	N	N	NFA	Existing transmission lines are at capacity and cannot support additional lines. Additionally, 500kV lines require larger structures and right-of-way than what is currently in place (230kV lines and lower) in the project area.	
122	5250	ANDREW STORER;ELVIA STORER	Our 1st preference is to use existing powerline corridors as this is the least invasive and requires the least amount of new roads and the associated habitat loss.	1	30	General	NA	Y	N	N	N	N	N	N	N	NFA	Route Concept considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria; Appendix C Constraints Crossed - Permitting Difficulty Overview	

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								General		Route								
	Letter Number	Commenter	Comment	Letter Comment Number	Scoping Report Comment Category	*Routing, Structure, Energy, General*	Location Relative to IPC Proposed Route Mile Postings	Concept - Not Location Specific	Clearly defined - No Specific Route Location	Alternate Route Alignment Submitted/ Suggested	Suggests Micro-siting	Develop Route from Description	Prepare Figure Map	Prepare Comparative Table	Suggest IPC Follow Up			
125	5251	CRAIG MARTELL	The best route for the transmission line, if it must go through Baker City area at all, is west of the proposed route through areas that already have roadways and powerlines.	2	30	Routing	MP 150 - MP 164	N	Y	N	N	N	N	N	N	NFA	1. See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team. Scroll down to heading "Fifth Meeting" and click "CAP Routing Presentation". See slide 32. Slide shows a route between UN4 and BA8 which fits concept described. Route was considered but eliminated because would require crossing of the Baker Airport Clear Zone, an exclusion area. 2. See also Siting Study Figure 3.4-7 for Permitting Analysis - note Segment UN4 - BA8. 3. See also B2H website: Idaho Power > Community Advisory Process > Maps > Maps Archive; Scroll down to "Initial Proposed Routes - Fall 2009". Select 'Route C11' and 'Route C11 Preliminary Evaluation'. 4. See siting Study Appendix C Constraints Crossed - Permitting Difficulty Overview for reference to Airport Exclusion Area Permitting Difficulty.	See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team > Fifth Meeting > CAP Routing Presentation (PDF, 2.7 MB) > Slide 32
126	5252	ROBERT LAZINKA	It makes for more economic sense to establish nuclear, natural gas, ect. in Idaho.	2	30	General	NA	Y	N	N	N	N	N	N	N	NFA	See response to Letter 5004, Comment 2.	
139	5257	COLLEEN FAGAN	in the area around Durkee (TL mile 179 to 188), ODFW recommends that IPC develop an alternate route that moves the line further west and along I-84, avoiding the large irrigated area near Durkee. This alternative would avoid Gold Hill, extremely important big game winter range, and would result in fewer wildlife impacts.	21	30	Routing	MP 179 - MP 188	N	Y	N	N	N	N	N	N	NFA	Local residents of the community of Durkee were very vocal throughout the CAP with their desire to keep the transmission line out of their small agriculture valley between MP 176 and MP 184. Additionally, due to presence of an existing 69 kV transmission line, agricultural fields and residential structures located along I-84 between MP 179 -184, the option to locate the route adjacent to I-84 was not feasible. Following I-84 south of MP 184 to MP 188, the terrain becomes very severe, not allowing for structure placement for a 500kV transmission line according to engineering review.	
141	5257	COLLEEN FAGAN	ODFW recommends that IPC develop an alternative from TM 199 to the Hemingway substation that is very similar to the 2008 proposed route. The route should avoid all Category 1 and 2 sage-grouse habitat and avoid agricultural lands.	24	30	Routing	MP 199 - MP 299	N	Y	N	N	N	N	N	N	NFA	1. The location of the 2008 Proposed Route south of MP 199 to the Hemingway Substation was mainly driven by the need for the Sand Hollow Substation located in the vicinity east of the intersection of Route 20 and Highway 95 in Payette County. IPC has since revised their IRP and determined the substation does not need to be built as a part of the B2H project. With the removal of the need for the Sand Hollow Substation there is no reason to traverse any agricultural lands in the Treasure Valley (see the 2008 Proposed Route) . Additionally, ORS 215.275 states that in order to locate a transmission line within Exclusive Farm Use zoned land (the agricultural lands in Malheur are zoned EFU) all reasonable alternatives must be considered. With this in mind, the 2008 Proposed Route would not meet this criteria as a suitable route as the current Proposed Route is able to avoid almost all EFU zoned lands in Malheur County. See Siting Study Figure 3.3.14-3. 2. CAP Route S17 followed a similar path to the 2008 Proposed Route from MP 199 - MP 299 and was again analyzed as part of the CAP in 2009-2010. See Siting Study Section 3.3.14 Snake River Valley Region for complete analysis.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route S17' and 'Route S17 Preliminary Evaluation'.
144	5258	GARY MILLER	Removal of the Malheur District of the Brogan to Huntington Survey Area and the Grande Ronde District of the Baker Survey Area (URS 2010 Greater Sage-grouse surveys) from the proposed route would have the conservation benefit of eliminating the 13.2 miles of lek habitat, thus eliminating the construction of transmission line through some of Oregon's remaining high quality sage-grouse/sage-steppe habitat	3	30	Routing	NA	N	Y	N	N	N	N	N	N	NFA	The Proposed Route avoids most 2-mile lek buffers and those buffers that it does cross are adjacent to an existing transmission line on the side further away from the lek center or it was determined that the towers along the Proposed Route would not be visible from the lek center. Additionally, route locations were determined through the CAP. See Siting Study for further understanding of route development.	
147	5258	GARY MILLER	Under the ODFW Sage-grouse Conservation Strategy, all Category 1 sage-grouse habitat needs to be fully avoided. Category 2 sage-grouse habitat should be avoided to the largest practicable extent, but if the Project must pass through sage-grouse habitat, Project activities should be targeted in Category 2 and other lower quality sage-grouse habitats instead of any Category 1 habitat. If Category 2 habitat also cannot be avoided, then impact minimization, habitat restoration, and habitat mitigation for these impacts to Category 2 and lesser quality habitats should be provided.	14	30	Routing	NA	Y	N	N	N	N	N	N	N	NFA	Comment Noted. The B2H process included consultation with ODFW and IDFG for input regarding the importance level of many of the sage-grouse habitat GIS layers. This input was used throughout the siting process; See Siting Study Appendix A Constraints and Opportunities; Appendix C Constraints Crossed - Permitting Difficulty Overview. Category 1 Habitat has been avoided except in very specific circumstances discussed with ODFW.	
148	5258	GARY MILLER	We seek avoidance of impact to sage-grouse on all habitats. If impacts must occur, we recommend they occur in Category 2 and lower quality habitats.	16	30	Routing	NA	Y	N	N	N	N	N	N	N	NFA	See response to Letter 5258, Comment 14.	

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								General		Route								
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156	5281	MICHAEL MCALLISTER	Have the minimal environmental impact - esp. not invade, disrupt and fragment large areas of contiguous wild lands; Integrate with the existing network of human occupancy and infrastructure across the landscape; Blend into infrastrucure and human viewscapes with a minimum of "undesirable" outcomes.	1	30	General	NA	Y	N	N	N	N	N	N	N	NFA	Comment noted. Siting of the line has attempted to minimize wildlife habitat disturbance, co-locate transmission lines where possible and with other utility and transportation corridors. EIS should address these issues in further detail.	
159	5322	DR KAREN ANTELL	EOU strongly prefers the new "alternative route" that shifts the line to the south of the Rebarrow property.	1	30	Routing	Glass Hill Alternative	N	N	N	N	N	N	N	N	NFA	IPC's 12-6 Proposed Route has been relocated to avoid crossing the Rebarrow Research Forest.	
160	10082	DENNIS FRANKLIN	The first is a comment made by a BLM individual at the Island City meeting concerning why the line was not on BLM land. His comment was "We don't want it on BLM land". WHY NOT? If more BLM or public land was utilized, income from right of ways could offset cost of fire fighting, etc	1	30	General	NA	Y	N	N	N	N	N	N	N	NFA	See response to Letter 5038, Comment 1.	
162	11644	JAMES O STEPHEN;GERALDINE STEPHEN	There is already an established utility corridor for this type of utility structure and it should be considered. Pacific Power and Light lines cross BLM and rangelands without interfering with the uses in our agricultural valleys. Three other possible routes have been presented for consideration.	3	30	Routing	NA	Y	N	N	N	N	N	N	N	NFA	During the CAP routes were considered which headed west along the PP&L 500kV transmission line toward Buchanan, then headed north through Grant County toward Boardman. See B2H website (link at right). A western alternative was carried throughout the CAP. Analysis showed that while there is less population, the environmental issues along this route were more substantial than those along an eastern route due to the remoteness and undisturbed nature of the lands. See Siting Study Section 3 Siting, especially Table 3.4-1. Unsure what "Three other possible routes" commenter refers to. IPC's 12-6 route is located west of much of the irrigated agriculture in Malheur County.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C9' and 'Route C9 Preliminary Evaluation'. Also see Routes C18, S29, S23, S96.
163	11682	JAMES JEFFERIES;FRANCES JEFFERIES	Acres and acres of public BLM land are located near Parma---a much more suitable location for these lines. Place these gigantic towers and power lines on public lands, NOT ON PRIVATE LAND!	3	30	General	NA	Y	N	N	N	N	N	N	N	NFA	See response to Letter 5038, Comment 1.	
164	11683	JAMES JEFFERIES	Acres and acres of public BLM land are located near Parma---a much more suitable location for these lines. Place these gigantic towers and power lines on public lands, NOT ON PRIVATE LAND!	3	30	General	NA	Y	N	N	N	N	N	N	N	NFA	See response to Letter 5038, Comment 1.	
165	11684	CHERYL SUTTON	Idaho Power has alternatives, including public land that won't have such a devastating outcome for the many property owners in its route.	2	30	General	NA	Y	N	N	N	N	N	N	N	NFA	Comment noted. Alternatives will be studied in detail in the EIS. See response to Letter 5038, Comment 1.	
166	11688	VICKI T WARES	If, however, these 500kV monstrosities are mandated to Baker County, I cannot rationally believe that they should be any place but on public land or on the 1-5 corridor (and buried near the airport)...This public project belongs on public land!	1	30	General	MP 136 - MP 165	N	N	Y	N	N	N	N	N	NFA	It is noted that a logical place to locate the transmission line through Baker Valley would be along the I-84 corridor (assumed "I-5" reference is to I-84). However, due to additional constraints, including irrigated agriculture, airport clear zone and residences, paralleling the I-84 corridor through this area was determined not feasible. See response to Letter 5088, Comment 1 re I-84. See response to Letter 5038, Comment 1 re Public Land.	See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team > Fifth Meeting > CAP Routing Presentation (PDF, 2.7 MB) > Slide 32

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167	11688	VICKI T WARES	The best route is the first alternative proposed by Idaho Power in 2006 - run it north through Idallo. If it must come through 0regon then Baker County votes for the Buchanan alternate-route.	2	30	General	NA	N	Y	N	N	N	N	N	N	NFA	Unclear what route was proposed by Idaho Power in 2006. Project had not started at this time. Routes north from the Boardman area into Washington State and south through Idaho, avoiding Oregon State, to Hemingway were proposed during the CAP. It was determined that these routes did not meet the Purpose and Need of the B2H Project. They were over 100 miles longer than the next longest route, involved a new state and would result in significantly more environmental impact. See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team. Scroll down to heading "Fifth Meeting" and click "CAP Routing Presentation". See slides 23-25. During the CAP routes were considered which headed west along the PP&L 500kV transmission line toward Buchanan, then headed north through Grant County toward Boardman. See B2H website (link at right). A western alternative was carried throughout the CAP. Analysis showed that while there is less population, the environmental issues along this route were more substantial than those along an eastern route due to the remoteness and undisturbed nature of the lands. See Siting Study Section 3 Siting, especially Table 3.4-1.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C9' and 'Route C9 Preliminary Evaluation'. Also see Routes C18, S29, S23, S96.
168	11707	VICTORIA A CASE	If YOU will benefit from this transmission line, put in on public land, not private prime farm ground. If neighboring communities will benefit from this transmission line, put in on public land that is widely available in our state and therefore will not rob private homeowners of our future plans to prosper and watch our families grow. If other states will (and they will) benefit from this proposed transmission line, it should be very obvious and clear to you that it needs to be put on PUBLIC land because it benefits the PUBLIC.	1	30	General	NA	Y	N	N	N	N	N	N	N	NFA	See response to Letter 5038, Comment 1.	
169	11710	NANCY JOHNSON	A perfect alternative would have been to use public lands for such an endeavor,	1	30	General	NA	Y	N	N	N	N	N	N	N	NFA	See response to Letter 5038, Comment 1.	
170	40009	ANGIE LUSCO;ABBY LUSCO;DREW LUSCO;MALLORY LUSCO;ANDY LUSCO	A new transmission line should only be allowed within an existing utility or highway corridor, as the B2H Eastern route most closely follows.	9	30	Routing	MP 1-MP299	N	N	N	N	N	N	N	N	NFA	This route is IPC's proposed Route. See Siting Study and POD.	
171	40014	KATHRYN FRIEDRICH	Would wind power be a viable alternative to the planned 500 kV Boardman to Hemingway transmission line and if not, why not?	1	30	General	NA	N	N	N	N	N	N	N	N	NFA	The purpose of the B2H Project is to increase transmission capacity connecting the Pacific Northwest to the Intermountain Region of Southwestern Idaho in order to alleviate existing transmission constraints and to ensure sufficient capacity to meet projected increased system loads. See Purpose and Need, Section 2 in POD. Additional generation facilities, like solar energy, will not provide the regional transmission connectivity needed, which will allow excess power in the northwest to be efficiently transported to the Southwestern Idaho in times of high demand, and conversely, allow Southwestern Idaho to send excess power to the northwest grid.	
172	40015	DONALD BECK	There needs to be more enfaces on locally produced green energy thereby eliminating the waste created by the loss of energy along the route of high voltage power lines.	6	30	General	NA	N	N	N	N	N	N	N	N	NFA	The purpose of the B2H Project is to increase transmission capacity connecting the Pacific Northwest to the Intermountain Region of Southwestern Idaho in order to alleviate existing transmission constraints and to ensure sufficient capacity to meet projected increased system loads. See Purpose and Need Section 2 in POD.	
184	40057	JULIANNE WILLIAMS	I ask that the towers NOT be placed directly ON the Oregon Trail in Baker County or anywhere else. It is important to preserve our historical heritage. There is enough empty land that towers can be placed on either side of the Trail and not directly on it.	1	30	General	MP 1 - MP 299	N	N	N	Y	N	N	N	N	NFA	Comment noted. The Oregon Trail has been a constraint throughout the siting process for the B2H line. Where crossing the trail is necessary, towers will be placed such that the trail will be spanned. See Siting Study Section 2, Appendix C.	
185	50104	EDNA HARRELL;BOB HARRELL JR	The location of the proposed transmission line is not logical, as it was mapped to cut through significant portions of agricultural lands. In our area specifically, there are BLM lands in near proximity that are obviously a more reasonable location.	1	30	Routing	MP 145 - MP 177	Y	N	N	N	N	N	N	N	NFA	The Virtue Flat Alternative appears to cross commenter's land. It should be noted that this is an alternative, and not the proposed route. While BLM lands are found nearby, environmental constraints have restricted the ability to permit a 500kV transmission line across much of them. The major environmental constraint in this area is the Sage-grouse lek 2-mile buffer sites. The ODFW considers lek buffers Category 1 habitat, for which there is no mitigation. See OAR 635-415-0000.	

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187	50105	KATHRYN FRIEDRICH	The suggestion has been made to Idaho Power to consider wind energy to generate electricity for their future needs. To date, we have had no discussion with them on wind energy, but we feel it's a viable alternative and far preferable to siting their transmission line through Grant County.	2	30	General	NA	N	N	N	N	N	N	N	N	NFA	The purpose of the B2H Project is to increase transmission capacity connecting the Pacific Northwest to the Intermountain Region of Southwestern Idaho in order to alleviate existing transmission constraints and to ensure sufficient capacity to meet project increased system loads. See Purpose and Need section 2 in POD. Additional generation facilities, like wind energy facilities, will not provide the regional transmission connectivity needed, which will allow excess power in the northwest to be efficiently transported to the Southwestern Idaho in times of high demand, and conversely, allow Southwestern Idaho to send excess power to the northwest grid.	
190	50116	VICKI T WARES	If the line must traverse Baker County for the public good, the line should be built on public lands or on the designated energy use corridor	1	30	General	MP 137 - MP 199	Y	N	N	N	N	N	N	N	NFA	See response to Letter 5038, Comment 1. Existing energy corridors have been considered a siting opportunity and efforts to use them have been made. See Siting Study Section 2.2.2 Opportunities.	
191	50123	BETTY LEE CLARICH	If this energy is needed for the good of all of the people, let it be locataed on the peoples public land.	1	30	General	NA	Y	N	N	N	N	N	N	N	NFA	Comment Noted. Route Concept considered as part of Siting Criteria. See Siting Study Section 2.2 Constraints and Opportunities; Appendix B Community Criteria	

APPENDIX B
CAP Comments

Original Seq. Cmt. No.	Comments in Response to Community Advisory Process						Comment Type	Accounted for in IPC CAP Siting Study		EIS Recommendation	Comment
	CAP Letter Number	Date CAP Letter Received	Commenter	Comment	CAP Letter Comment Number	CAP Comment Category	*Routing, Structure, Energy, General*	Associated With Route Identified Below	Further Discussion in Siting Study Section(s) Identified Below		
5	5321	July 15, 2010	KENNY METZGER	Map #10 Parcel number(s)23S46E01100, 23S46E01000, 23S346E01200, 23S46E00600Are there any considerations or issues related to your property that you would like Idaho Power to know?Should go southwest of their property and move to BLM land.	2	30	Routing	See Siting Study Appendix E Map 50, Proposed Route MP 273-274	NA	No Further Action (NFA)	Suggest IPC follow up.
7	5334	August 10, 2010	RICK SIMMONS	The proposed tall towers surrounding the community only one mile out will greatly diminish our general ambiance of life because OF THE FOLLOWING;... Our proposed solution is for Idaho power to agree to give the Brogan community a three-mile exclusion zone for High Tension powerlines now and in the future. Build the powerline three miles out from Brogan in all directions.	4	30	Routing	See Siting Study Appendix E Map 39, Proposed Route	NA	NFA	Suggest IPC follow up.
78	5478	April 28, 2010	ALAN M INSKO	Hopefully we can convince you of moving the line across our place (2 ½ mile, map 14-15, see 7,8,9) about 1000' south making the job you make in sections 11,1,s34E back in sec 7,1SS33E. Same owners, moves line farther back away from their farmsteads, still on hillside below ridge line, does not change length of line, does not appear to change difficulty or number of towers.	1	30	Routing	See Siting Study Appendix E, Maps 14-15, Proposed Route MP 77 - 89	NA	NFA	Micrositing, suggest IPC follow up.
79	5481	May 16, 2010	JOE D RIETMANN	One suggestion to limit- impact on farm use, would be to continue the alternative route straight west from sect10n 27 through section 28, T2N R24E. This would limit the impact on the Doherty farm. We have enclosed a copy of Map 57 from your web site and indicated the proposed route change, the proposed change does not impact our farm and is offered as an observation by a farmer as to the impact on farming operations.	5	30	Routing	See Siting Study Appendix E, Map 58, Proposed Route MP 15.5 - 17.5	NA	NFA	Micrositing, suggest IPC follow up. Map attached to Comment Letter 5481.
220	5776	November 19, 2009	MARK CERNY	Kent, enclosed is my route. I realize it is not a pencil line on a map but a general description on the area I feel it should be built. My route number is 654.	6	30	General	See Siting Study Figure 3.4-6, opposes Western Route; supports Eastern Route	3.4 Alternative Routes	NFA	No Map Attached to CAP Letter; Suggest IPC Follow up
264	5856	August 27, 2009	W. KIRK WILLIAMS	A transmission corridor and mining claim is not an unusual multiple use situation.	2	30	Routing	NA	NA	NFA	Suggest IPC follow up.
472	6202	July 20, 2010	LINDA DORMAN	Map #7 Parcel number(s) 12S44E02300, 12S44E03200, 12S44E03100, 12S44E03600, 13S44E00400...Rather have the line on the alternate (Weatherby area)	1	30	Routing	See Siting Study Figure 4-1, support Weatherby Alternative	4 Proposed and Alternative Routes	Address as CBE in EIS	Suggest IPC follow up.
37	5383	November 17, 2009	DAWN PENCE	And if we do then follow the freeway it would be the path of least resistance and least impact.	3	30	Routing	NA	3 Siting	Address I-84 Concept Route as CBE in EIS	
94	5514	January 13, 2010	THOMAS E BROWN	I am wondering why the powerline can't stick to the interstate corridor where such utilities are expected?	1	30	Routing	See Siting Study Appendix E, Map 34, Proposed Route MP 188-189	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS	
144	5656	January 13, 2010	THOMAS E BROWN;THOMAS E BROWN	powerline simply follow the interstate corridor?	1	30	Routing	NA	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS	
203	5757	November 19, 2009	JERRY EBELTOFT	I-84 is a real possibility with some mitigation in the La Grande, Baker City and Ag land in the Ontario area.	3	30	Routing	See Siting Study Figure 3.1-1, CAP Routes	3 Siting	Address I-84 Concept Route as CBE in EIS	
237	5806	January 4, 2010	JUDGE TERRY TALLMAN	Route along interstate 84 or upgrade existing transmission corridor.	5	30	Routing	NA	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS	
392	6073	August 25, 2009	EDWARD TSCHIDA	Why not use the interstate highway all the way for those power lines + stay away from private property	2	30	Routing	NA	2 Approach to Siting	Address I-84 Concept Route as CBE in EIS; Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
221	5777	March 15, 2010	BOB MASON	A route that follows the existing power lines along Interstate Highway 84 would cause the least impacts. It should be positioned to the east of the Oregon Trail Interpretive Center and hidden between hills as much as possible.	9	30	Routing	See Siting Study Figure 3.4-6, Eastern Route	3.4 Alternative Routes	Address I-84 Concept Route as CBE in EIS; Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	

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97	5516	August 13, 2009	ANONYMOUS	Use existing BPA rights of way and/or towers to provide additional capacity wherever possible.	2	30	Structure	NA	2 Approach to Siting	Address in Alternatives Methodology and Alternative Structure Sections in EIS	Using the existing BPA right of way or towers is not feasible for this project.
11	5345	March 9, 2010	KEN TERAMURA	Stay clear of EFU ground	1	30	Routing	NA	2.2.1 Constraints	Address in Alternatives Methodology Section in EIS	
23	5361	May 25, 2010	LORRAINE HUBBARD	Use existing lines and route...Central alternative route? Skirting the National Forest	1	30	General	See Siting Study 3.4-6, Central Route	2 Approach to Siting; 3.4 Alternative Routes	Address in Alternatives Methodology Section in EIS	
26	5363	March 9, 2010	JOHN HARTMAN	the routes that minimize the intrusion of the line on prime farm land and city areas of impact, would be preferred.	1	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
50	5409	March 25, 2010	ANDREA OFFICER	We feel that Idaho Power should be using existing energy corridors and using the direct route between Boardman and Hemingway as their object of study and troubleshooting.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
53	5419	September 30, 2009	KENNETH D PRICE	S13 to S6 on the Idaho side and away from Malheur County's EFU ground.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S13, S6,	3.3.14 Snake River Valley Region	Address in Alternatives Methodology Section in EIS	
54	5420	September 30, 2009	PATTIE PRICE	stays closer to Boise and the population.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S13, S6,C9, S19, S23	3.3.14 Snake River Valley Region	Address in Alternatives Methodology Section in EIS	
55	5421	September 30, 2009	NORMA JEAN LE PRICE	stay on the Idaho side to stay away from EFU ground in Malheur County and farm ground on the Idaho side.	1	30	Routing	See Siting Study Figure 3.1-1 CAP Route S6,s13	3.3.14 Snake River Valley Region	Address in Alternatives Methodology Section in EIS	
56	5422	September 30, 2009	KAYLENE SAITO	follow existing lines … 3) not going through prime farms	1	30	Routing	See Siting Study Figure 3.1-1 CAP Route C9	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
57	5424	September 30, 2009	REID SAITO	1) follow existing lines where possible	1	30	Routing	See Siting Study Figure 3.1-1 CAP Route C9	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
58	5424	September 30, 2009	REID SAITO	2) avoid EFU ground and populated areas	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
59	5427	September 30, 2009	EVELYN SAYERS	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.	1	30	General	See Siting Study Figure 3.1-1, CAP Routes S6, S13, S18, S21, S23	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
63	5433	September 30, 2009	NORMA BURBANK	Keep off of EFU ground	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes S18,S19,S20, S21, S23	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
64	5435	September 30, 2009	JASON YOUTSEY	Avoid Exclusive Farm Use	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes S23-C9-S13; second choice S21-S19-S13-C9-S23	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
65	5439	September 30, 2009	CAROL KNOTHE	Avoid EFU in Malheur County	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes S19-S20-S21	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
66	5439	September 30, 2009	CAROL KNOTHE	Avoids leks	2	30	Routing	See Siting Study Figure 3.1-1, CAP Routes S19-S20-S21	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
67	5441	September 30, 2009	KEN KNOTHE	Most of route is on public land – avoid EFU lands.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
81	5485	April 4, 2010	LARRY MAPLESDEN	Western... Let the line be built in the vicinity of other utilities already in place.	3	30	Routing	See Siting Study Figure 3.4-6, Western Route	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	Existing energy, utility and transportation corridors have been designated as opportunities since routing studies began. Where reasonable considering the full range of environmental constraints existing corridors have been included as part of the Proposed Route.
84	5491	September 16, 2009	GARTH JOHNSON	utilizes the energy corridor on the south end	3	30	Routing	See Siting Study Figure 3.1-1, CAP Route C6	3.4 Alternative Routes	Address in Alternatives Methodology Section in EIS	
88	5495	September 23, 2009	CHRIS BODEWIG	no farm ground all range you can weave around crop ground	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route N4	3.3.5 West of National Forest Utility Corridor Region	Address in Alternatives Methodology Section in EIS	
105	5534	September 30, 2009	LEE BELT	utilize the west-wide energy corridor	1	30	Routing	See Siting Study Figure 3.1-1, support CAP Route S19, S9; oppose S18	3.3.14 Snake River Valley Region	Address in Alternatives Methodology Section in EIS	The WWECS were considered routing opportunities through out the siting process and used in part by the Proposed Route.
108	5546	September 30, 2009	VIKKI WYATT	Using the existing energy corridor makes perfect sense	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S19-S21/Central Corridor	2 Approach to Siting, 3.4 Alternative Routes	Address in Alternatives Methodology Section in EIS	

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120	5599	August 19, 2009	ANONYMOUS	I would like to see the line used existing pipeline/power corridors wherever possible. Example is a gas line by Dead Man Page Rest Area with heads toward Baker.	1	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
124	5610	September 23, 2009	RALPH MORTER	Try to minimize distance to coal plant. Cut across TNC if possible	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route N26, N30	3.3.1 Boardman Region	Address in Alternatives Methodology Section in EIS	
125	5614	September 23, 2009	GARY NEAL	use NF corridor out of Union County	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route N7	4 Proposed and Alternative Routes	Address in Alternatives Methodology Section in EIS	The Proposed Route uses the utility corridor through theWallowa Whitman National Forest.
156	5682	December 17, 2009	MAURA KEHR	I would recommend using existing routes where high voltage lines already exist and have been clear cut etc.	1	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
158	5689	March 20, 2009	DICK FLEMING	minimizes impact on existing high value irrigated farm ground and on existing development.	2	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	Irrigated farmland and existing development were constraints in the siting process.
159	5689	March 20, 2009	DICK FLEMING	It should be located where the visual impact will be minimized.	3	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	Potential visual impact has been considered since the routing process began. It will be part of the EIS evaluation of the Proposed and Alternative corridors.
176	5718	November 4, 2009	JACK SOUTHWORTH	Industrial development should be as much as possible in developed areas.	1	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
179	5718	November 4, 2009	JACK SOUTHWORTH	Utilize existing corridors, most direct route, avoid National Forests.	5	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	The proposed route utilizes an existing utility corridor through the national Forest.
187	5726	September 30, 2009	SHARON LAWRENCE	I support building the line in Idaho 2. Do not build the line on Exclusive Farm Use in Oregon	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S18-21, S23, S13 and S6	2 Approach to Siting; 3 Siting	Address in Alternatives Methodology Section in EIS	EFU land was a siting constraint in the CAP; however it is unavoidable in routing to the proposed Hemingway (Grassland) Substation
189	5738	November 4, 2009	DAN NICHOLS	Use existing corridors when available.	1	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
198	5752	November 19, 2009	MAURA KEHR	Upgrade existing lines and use clear cut areas already there...We live in Union County primarily and wish the present lines could be used and improved.	1	30	General	See Siting Study Figure 3.4-6, opposes Western Route	3.4 Alternative Routes	Address in Alternatives Methodology Section in EIS	The proposed 500 kV line is needed in addition to, not as a replacement or an upgrade for existing lines.
222	5777	March 15, 2010	BOB MASON	The sage grouse leks should also be avoided.	10	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	Sage -grouse leks are ODFW category I habitat and have been avoided in the routing process.
226	5783	August 12, 2009	ALVIN WARD	Go thro range land as much as possible (or low value land. Try to avoid good farmland, especially row crop land or where it would interfer with irrigation (mainly cicles + whee lines	1	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	Farmland including irrigated farmland was a constraint in the CAP.
283	5893	January 21, 2010	KEITH GREEN	avoid the major farm areas and the sage grouse areas.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
285	5895	January 21, 2010	BARNEY HARPER	Avoid farm ground.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
286	5896	May 21, 2009	GRANT KITAMURA	I oppose putting the line on exclusive farm use land.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
289	5898	May 29, 2009	MATTHEW P DOHERTY	The siting of easements on Federal Lands including Boardman bombing range and lands managed by nature conservancy should be just practical to consider as any private land when the route is being planned.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	Idaho Power has been working with the Department of Defense with regard to locating the line within the northern boundary of the Bombing Range so as to not affect irrigated agricultural practices occurring along the northern side of the boundary. The Navy has consistently advised that this is not possible.The Boardman Conservation was determined to be unavailable because the agreement with land owners prohibits transmission structures.
290	5899	September 30, 2009	STEVEN R LEWIS	All routes must avoid EFU land use areas in Oregon.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	

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299	5911	September 30, 2009	ROBERTA TRENKEL	It stays off Exclusive farmland.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9, S23; C9,s13	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
306	5923	September 30, 2009	ALICE HANSEN-URE	Avoid EFU lands or use (all) 2) Pivot irrigation systems... Need to avoid any areas that our crop dusters need to spray.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S23,C9, S18, S13,S19, S21	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
317	5952	December 8, 2009	BRAD HOLTON	across Exclusive Farm Use & irrigated Agriculture... My preference is avoid all active farm ground whenever possible.	1	30	Routing	See Siting Study Figure 3.1-1, Opposes CAP Route S7, S18	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
321	5957	December 8, 2009	KEITH GREEN	As I put powerline in Oregon through farm ground, I did so as the most direct route to Hemingway.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
325	5972	August 26, 2009	JANICE GEERTSON	Avoid areas providing an agricultural economic --- for our communities, avoid good --- and --- infrastructure. Avoid municipalities and there areas of import and potential growth. Avoid other community infrastructures, --- roads.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
326	5972	August 26, 2009	JANICE GEERTSON	Use existing corridors as much as possible. Don't neede new ones.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
329	5975	September 27, 2009	RICK MENDIVE;WANETA MENDIVE	We hope to see the transmission line located in unpopulated areas such as BLM and avoid the EFU land completely. As Oregon residents in EFU areas we are expected to adhere to the strict guidelines established by EFU and we would like to see Idaho Power respect the logic and concept of the EFU restrictions. These restrictions are in place to preserve the extremely limited farmable land in our area by locating the power lines away from these areas Idaho Power can help to preserve our incomes and heritage.	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
332	5984	March 24, 2010	DALE CAMPBELL	WESTERN...Is it true that there are already in place easement corridors for the purpose of these lines? If that is the case why would it not be the least cost approach to utilize existing corridors for the purpose of locating these lines? I assume the cost of construction plus the cost to acuire the land would be less using the existing corridors?	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
338	5992	October 21, 2009	ADELE CERNY	WESTERN...I believe that these transmission lines should be sited in existing high traffic corridors	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	2 Approach to Siting; 3.4 Alternative Routes	Address in Alternatives Methodology Section in EIS	
350	6020	October 21, 2009	GREG BOWMAN	Use existing easements and righ of ways: current power lines, interstate highways, state highways. AVOID: Scenic rivers, sensitive habitat, and wild lands as much as possible.	8	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
354	6029	August 27, 2009	DENNIS MOYER	Follow routes through BLM grass lands as much as possible . It is recognized that power needs will be increasing but care is needed in planing to reduce negative impacts that limit land use potential for cities and private property owners. BLM land uses are already established as open space.	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
371	6051	September 27, 2009	THOMAS E PHILLIPS	The majority of the power use from this transmission line is being used by Idaho consumers. The line should be sited as much as possible in Idaho. Not Oregon.	2	30	Routing	See Siting Study Figure 3.1-1, CAP Routes	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	Does not meet Project Purpose and Need, see Section 2 of POD.
372	6052	September 27, 2009	AJ MAUPIN, PE	Idaho Dept. of Transportation is currently looking @ routing US Hiway 95. Have discussion been held with potential parallel corridor in Idaho w/ITDs activities?	4	30	Routing	See Siting Study Figure 3.3.14-1 Snake River Valley Region	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
378	6061	September 27, 2009	TERRY E HERZBERG	Use a route that does not impact first residential areas or prime farm ground, second that does not impact scenic views or "areas with potential for residential and/or business" and third that will not in any way devalue anyones property.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
400	6083	August 25, 2009	JACOB ROBINSON	BLM land west of Nyssa and Adrien then south of homdale on BLM land! In the Owyees not any where near are citys of Parma, Nyssa, Adrian, Homdale and Maring.	2	30	Routing	NA	4.1 Proposed Route Description by County	Address in Alternatives Methodology Section in EIS	
402	6087	August 25, 2009	BILL PAHL	In my perfect world, the line would be routed around major (minor) living areas of people + cross over remote land with lateral lines penetrating into areas of growth + need.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	Towns, cities and other communities were designated as constraints and avoided in routing. Much of the land along the Proposed Route is remote.

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417	6111	August 25, 2009	AARON DANES	I think they should stick to the already alotted corridor for energy... it is very worry some to the home owners what it does to there pocket book.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
419	6114	August 25, 2009	JAY CHAMBERLIN	Placing it thru prime Ag lands. There must be lower uslue lands To place this lin on. Stay away from EFU Lands, use energy corridors that are close by.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
422	6119	August 25, 2009	BRADFORD BROWN	Use existing corridors as much as possible. Don't neede new ones.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
425	6122	August 25, 2009	JOHN BECHTEL	I made the trip from Wilder to Murphy today. My thoughts were put that line out there in all of those thousands of miles of bare non-productive land; not on the prime land running parral to the desert. There (in my mind) no good reason to incroch on private property.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
427	6124	October 21, 2009	JIM KENNEDY	Route along interstate 84 or upgrade existing transmission corridor.	4	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	Address in Alternatives Methodology Section in EIS	
448	6149	August 13, 2009	DAVID WILDMAN	Having said that, if the new proposed lines have to go through we should use existing corridors and not cut new ones just because it is easier and less expensive.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
452	6153	August 13, 2009	GLEN MCGUIRE	the lines should be sited so that they run through sparsely populated areas.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
454	6155	October 21, 2009	ROBIN HEROLD	It should follow the existing power lines. This would minimize the impact to the natural beauty of these counties. Other possibilities include following the freeways or state hiway corridors.	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
456	6156	October 21, 2009	EVA HARRIS	Having said that, if the new proposed lines have to go through we should use existing corridors and not cut new ones just because it is easier and less expensive.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
457	6157	October 21, 2009	LENE HARMON	Maintain usage of established corridors, ex: state hwys, freeways - along existing lines	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	Existing highway, gas pipeline, transmission and other energy and utility corridors have been designated as opportunities since routing studies began. Where reasonable considering the full range of environmental constraints such corridors have been included as part of the Proposed and Alternate routes.
469	6185	December 8, 2009	MICHAEL R. HAMBY	we encourage you to place the line on a route that uses more public land. We understand that there are proposed routes that run southwest of the treasure valley that have little impact on wildlife habitat and utilize more public ground. We are in favor of a route that can achieve these objectives.	4	30	Routing	See Siting Study Figure 3.1-1, support CAP Route S9, S19, S20; oppose S18	3.3.14 Snake River Valley Region	Address in Alternatives Methodology Section in EIS	
470	6186	December 8, 2009	SID ANDERSON	Using this section is also more conducive to using the West Wide Energy Corridor that has previously been identified on public lands and which we strongly encourage using.	4	30	Routing	See Siting Study Figure 3.3.14-1 Snake River Valley Region, supports Segment OW2-MA7; opposes CAP Routes S7, S18	3.3.14 Snake River Valley Region	Address in Alternatives Methodology Section in EIS	
485	6253	May 21, 2009	RICHARD TERAMURA	Use existing corridors as first choice before private lands	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
494	6262	June 4, 2009	JOCHEN W HAGBERG	USE Designated Energy corridors - that's what they are for!	9	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	
498	6269	September 30, 2009	SHARON PENN	Using existing PP & L at South keeps it off and away from sage grouse and avoids EFU land in Malheur Co.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9-S19, S20, S21; S13, S6, S23	3.4 Alternative Routes	Address in Alternatives Methodology Section in EIS	
71	5452	September 23, 2009	KARL D SMITH	cross TNC and bombing range easement to avoid most pivots,... alternate further west, just outside bombing range easement and directly south	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes C6-C18-C9-N6	2 Approach to Siting	Address in Alternatives Methodology Section in EIS	

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396	6077	August 25, 2009	KARL J. JINDRA	Use public land when possible - - Humaans are higher priority than some deser rat. Use monolithic poles in areas surrounded by private land/homes.	6	30	Routing	NA	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	Address in Alternatives Methodology Section in EIS; Address in Alternatives Structure Section in EIS	
490	6260	June 4, 2009	ELAINE HAGBERG	I wish Idaho Power could find a way to use a less instrusive way to transmit power through Oregon- like DC power or a newer technology line. Idaho Power would be lauded by the nation and its own bondholders for pushing the envelope towards more green decisions.	2	30	Energy	NA	NA	Address in Alternatives Methodology Section in EIS; Address in Alternatives Structure Section in EIS	
493	6262	June 4, 2009	JOCHEN W HAGBERG	this energy should be transmitted in DC form; then siting problems would be minor, by comparison.	8	30	Energy	NA	NA	Address in Alternatives Methodology Section in EIS; Address in Alternatives Structure Section in EIS	
437	6137	September 3, 2010	DONALD BECK	It is time to replace High Voltage Alternating Current (HVAC) Power and produce High Voltage Direct Current (HVDC) power in long routes of transmission of High Voltage Power.	10	30	Structure	NA	NA	Address in Alternatives Methodology Section in EIS; Address in Alternatives Structure Section in EIS	
439	6141	October 21, 2009	JERRY EBELTOFT	I-84 already a blemish on the viewshed, could be the path of the new X-mission line but instead of going aerial the line could be laid on the ground (not underground, which has a capacitance problem) in 3' diameter plastic pipes, right along the Interstate, spaced approprately and protected by guard rail or bunkers. The capacitance issue could be addressed with this method. Actually this could work for the LaGrande Valley also.	3	30	Structure	See Siting Study Figure 3.4-6, supports Eastern Route	3 Siting	Address in Alternatives Methodology Section in EIS; Address in Alternatives Structure Section in EIS	
461	6165	July 29, 2009	TOM WOODRUFF	Is Idaho Power looking into more efficient methods of power transmission? Is underground even a possibility? High efficiency aluminum units (as in New Zealand and Aus.)?	1	30	Structure	NA	NA	Address in Alternatives Methodology Section in EIS; Address in Alternatives Structure Section in EIS; Address in Underground Technology Section in EIS	
8	5337	December 8, 2009	KATHY ALDER	Yes – Stay on public lands and away from prime farm ground. Avoid city impact areas	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
27	5367	March 9, 2010	MARGARET M WATSON	support the route that has the largest % of public land. I also support the route which effect the least amount of prime farm ground.	1	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
39	5389	September 30, 2009	ALICE HANSEN-URE	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.	1	30	General	See Siting Study Figure 3.1-1, CAP Route S23-C9-S13	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
51	5414	September 30, 2009	MILT OSGOOD	Use less EFU and prime farmlandPuts line on public land for the public good	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9, S19,S20,S21	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
52	5418	September 30, 2009	LARRY PRICE	stay on mostly public landS9 – stays off Oregon EFU ground in Malheur Co	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route XX	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
60	5429	September 30, 2009	RONNEY G YOST	avoid EFU property as much as possible. Public ground for public need.	1	30	General	See Siting Study Figure 3.1-1, CAP Routes S19	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
61	5430	September 30, 2009	DELORIS C YOST	avoid EFU property as much as possible. Public ground for public need.	1	30	General	See Siting Study Figure 3.1-1, CAP Routes S19	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
68	5443	September 30, 2009	ROBERT BIVINS	Put on federal corridor. Avoid farmland and homes.	1	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
70	5445	August 12, 2009	ANONYMOUS	Put it on as much public land as possible. Due to the national need for the power grid in the Pacific NW it should be allowed on public land. Fill in the gaps with private land & pay landownders market value (rather than eminent domain rates).	1	30	Routing	NA	NA	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	

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73	5458	March 24, 2010	STEVE RONFELD	I feel that this transmission line should routed through government land, FOREST SERVICE OR BLM PROPERTY, which is available on this route. I do not believe private property owners should have to have transmission lines through their property when government land is available.	1	30	Routing	See Siting Study Figure 3.4-6, oppose Western Route	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
74	5459	March 24, 2010	MARILYN BOYD	Western... Isn't there an alternative option for routing the lines? What about government land options, like BLM?	1	30	Routing	See Siting Study Figure 3.4-6, oppose Western Route	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
77	5472	April 5, 2009	NORMAN RUETH	We need to put the majority of this Transmission Freeway on public lands and away from existing communities.	3	30	Routing	See Siting Study Figure 3.3.14-1 Snake River Valley Region	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
93	5513	September 27, 2009	FLORENCE SHENK;BILL SHENK	There is an existing corridor - why not follow that? Keep it off the agricultural ground - away from the farm lands. There are thousands of acres of BLM ground to be considered.	4	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
109	5547	September 30, 2009	GARY BOOR	Goes through a bare minimum of EFU land If the line benefits the public the line should be on public land not private land	1	30	Routing	See Siting Study Figure 3.1-1, support CAP Routes S18-21, S23, S13, S6	2 Approach to Siting; 3 Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
118	5590	September 27, 2009	ANONYMOUS ANONYMOUS	Please route the line away from prime farmland, homes and areas of potential for future development. Please route the line on public lands (desert)	1	30	General	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
297	5908	September 30, 2009	RICHARD D DAVIS	To keep the route on public ground and off of prime farm1st analysis – route	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S13, S6	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
298	5909	September 30, 2009	CONNEL R PETTERSON	primarily public lands and away from populated areas.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S13, S6	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
344	6001	November 19, 2009	NEIL BAUER	Put it in areas that already have lots of this infrastructure in place &/or other forms & styles of development. Either that or site I through areas of low human use and non usable land, ie. National Forest Land.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
347	6009	August 12, 2009	SHAWN BERRY	What are your suggestions for siting the transmission line? The use of Federal ground & low productive Range Ground.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
348	6010	August 12, 2009	CHERYL BUCHANAN	What are your suggestions for siting the transmission line? If it is to come thru Baker Co. -Durkee area - I would like to see it stay out of Durkee Valley. I would hope it would stay on BLM and in sagebrush ground.	1	30	Routing	See Siting Study Figure 3.4-6, Eastern Route	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
349	6019	October 21, 2009	RON BURNETTE	The line should be sited on public land whenever possible. Wherever I has to be on private land all efforts should be made to minimize adverse effects.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C24, C6	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
355	6031	August 26, 2009	ELIAS D JACA	Keep the line off private property (the power is for public use, keep it on (public) BLM Land.)	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
358	6035	August 26, 2009	JIM PRICE	Routes that would least affect people and have the transmission line be on ground other than private property and land used for farming.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
363	6041	September 27, 2009	JEFF SUTTON	I really hope every effort possible is made to stay out of EFU land, concentrate primarily on public lands that are not agriculture based...PUBLIC LAND should be the goal of this commity when designing this route	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
370	6049	September 27, 2009	EVELYN SAYERS	A route thru Idhao should be seriously studied. A route thru Malheur County should only be on public land.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
373	6054	September 27, 2009	STEVEN R LEWIS	1 - Use Idaho land first. 2 - EFU land should not be crossed. 3 - Use existing public owned corridors… more cost effective!	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
374	6056	September 27, 2009	FRANCES R LEWIS	1) Place in Idaho! 2) Do not cross land zoned EFU! 3) With thousands of acres of publically owned land, it seems smart to use that land rather than purchase private land…	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	

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375	6057	September 27, 2009	GRANT KITAMURA	My primary suggestion is to place the line on public lands and keep it off F - 1 farmland in Malheur County.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
377	6060	September 27, 2009	NORMAN R HOLLARS	Keep away from populated areas, including residential and farm lands. 2) I suggest it be sited primarily on BLM land. Avoid the Treasure Valley. 3) Probably the best route would be west of Vale on BLM land	8	30	Routing	See Siting Study Figure 3.1-1, CAP Routes	2 Approach to Siting; 3 Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
379	6062	September 27, 2009	JUDY HERZBERG	I would like to see existing corridors and/or public land receive first consideration.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
381	6065	September 27, 2009	GARY BOOR	the siting of the power line on EFU ground. Power that benefits the public needs to be sited on the public ground.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
384	6067	September 27, 2009	STACI N TRENKEL	Power lines need to be outside of EFU, and as far away of the population as possible. Public ground!	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
387	6070	August 25, 2009	CLAYTON WHEELER	Crossing too much farm land and to close to residential housing...Place lines on public land - BLM - Forest service.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
389	6071	August 25, 2009	W KEITH VICKERS	Cutting up farm land & going thru areas of impact for Idaho cities. I am for the line, but would insist that all effort is made to put power lines on public property.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
390	6072	August 25, 2009	PHYLLIS TURCO	Pursue vigorously putting the majority (if not all) of this line on public land. Siting should be in the least populated or farmed areas.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
395	6076	August 25, 2009	JAMES SMITH	Use unproductive Barron, Rugged, wasted land. Use BLM or state land where there are no homes or beautiful Productive Private farmland.	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
397	6078	August 25, 2009	MARILYN RUSSELL	Put this project out away from our communities on "Public" land...Keep it away from populated areas. It belongs on BLM Land. None of this needs to be put on land where people live.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
401	6086	August 25, 2009	JERRY PAYNE	The Transmission line must not be put on prime farmground it needs to be put on public land.... put the line in Oregon on public land. Best solution.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
405	6091	August 25, 2009	ROD NIELSEN	Stick with Federal corridors. Follow the PP&L line from Hemingway West and where an acceptable route can be found head north to Boardman. I would think a route along these lines would include an large amount of public property.	3	30	Routing	See Siting Study Figure 3.4-6	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
407	6096	August 25, 2009	THERESA HULBERT	I would definitely like the transmission lines to run primarily through public lands and away from prime farm lands.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
409	6097	August 25, 2009	RYAN HULBERT	What are your suggestions for siting the transmission line? Routes that would least affect people and have the transmission line be on ground other than private property and land used for farming.	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
411	6101	August 25, 2009	JOHN HARTMAN	This line should avoid crossing prime farm ground and city areas of Impact. As much as possible site this line in existing federal power line corridors and as much as possible use public lands BLM and forest service.	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
415	6109	August 25, 2009	DICK DICKSTEIN	Keep it on government land, well away from cities, farms and airports.	3	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
418	6112	August 25, 2009	CAROLE COX	It should not be built on private property or small commercial land. Use public or BLM land to contruct towers on + pass linis over. Isn't there already lines in Owyhee's that are on public land that other lines can go alongside?	1	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
420	6115	August 25, 2009	VERNON E. CASE	I think the line should be put on BLM ground and not on private property. There is a large line on BLM ground on the South side of the Snake River now put it there!	1	30	Routing	NA	2 Approach to Siting; 4.1 Proposed Route Description by County	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	

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484	6251	May 21, 2009	KEN TERAMURA	Move towers to BLM land where possible to preserve valuable class I to IV farm land (EFU)	2	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
486	6253	May 21, 2009	RICHARD TERAMURA	Stay off private land is much as possible and use existing corridors in as straight a path as possible straight to Hemingway	7	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
489	6258	June 4, 2009	DONI CLAIR	Keep to fed land as much as possible - mitigate w/ landowners.	5	30	Routing	NA	2 Approach to Siting	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
83	5488	September 16, 2009	YOGI HAGBERG	it uses more public lands and joins an existing energy corridor.	2	30	Routing	See Siting Study Figure 3.1-1, CAP Route C6, C9	3.4 Alternative Routes	Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.; Address Western Alternative Route as CBE in EIS	
49	5403	November 19, 2009	MARGARET CAREY	find a way to celebrate these towers within this theme designing best placement – modify heights where possible? An occasional ground installation? Etc. i.e. Golden Gate Bridge is beauty ain't it?	1	30	Structure	NA	NA	Address in Alternatives Structure Section in EIS	
205	5762	April 27, 2009	KEN ELLIOTT	I am hopeful that Idaho Power is taking into consideration the potential benefits of using ACCC – Aluminum Conductor Composite Core...in the design and upgrading of our transmission grid.	1	30	Structure	NA	NA	Address in Alternatives Structure Section in EIS	
206	5762	April 27, 2009	KEN ELLIOTT	Another option to consider in the long-term transmission system planning is the reconductoring of Idaho Power's existing transmission grid by replacing steel core cables with the more efficient ACCC cables.	2	30	Structure	NA	NA	Address in Alternatives Structure Section in EIS	
209	5766	March 8, 2010	BARRY BEYELER	Collaboration with PGE to establish an acceptable route Is viewed as very positive. It would seem this collaboration should take a long-term view when assessing routing and if at all possible using towers capable of carrying dual 500 KVA circuits per tower to reduce overall foot prints of transmission lines~ Tower selection allowing for dual 500 KVA circuit would allow for addition of capacity Without establishment of an additional footprint which further restricts use of the land within an expanded easement.	3	30	Structure	NA	NA	Address in Alternatives Structure Section in EIS	
442	6142	January 13, 2010	ROBERT STEWART	take existing power lines and upgrade the towers to handle the additional load required.	7	30	Structure	NA	NA	Address in Alternatives Structure Section in EIS	Existing transmission lines are at capacity and cannot support additional lines. Additionally, 500kV lines require larger structures and right-of-way than what is currently in place (230kV lines and lower) in the project area.
416	6110	September 27, 2009	DAN R TSCHIDA	We have a lot of technology that we should be able to build nesting stations on or around these poles on government ground. You put poles up to help egels + hawks to nest. Why cant we do the same for these.	1	30	Structure	NA	2 Approach to Siting	Address in Alternatives Structure Section in EIS; Address in Alternatives Methodology Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
98	5518	April 1, 2009	DAVE FREEMAN;TWILA FREEMAN	I would look at placing this line on public lands behind ridges, painting the towers a color to blend in with the environment.	1	30	General	NA	2 Approach to Siting	Address in Alternatives Structure Section in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	Topography was considered in the siting process to screen or backdrop the proposed line. Idaho Power plans to use unpainted structures
24	5361	May 25, 2010	LORRAINE HUBBARD	Interpretive Center (but can go underground)	2	30	Structure	See Siting Study 3.4-6, Eastern Route	NA	Address in Underground Technology Section in EIS	
46	5401	November 5, 2009	TIM LILLEBO	Use existing corridors, adjacent to existing major corridors in the I-84 corridor — bury it under I-84 Lobby Federal Hiway Commission to allow lines adjacent to I-84 in median or adjacent to I-84. Unacceptable to use the public lands routes in Grant, Harney, Morrow and SW Baker counties.	2	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	Address in Underground Technology Section in EIS	
76	5471	March 17, 2009	JERRY WHITAKER	Why not just put your lines underground, problem solved.	1	30	Structure	NA	NA	Address in Underground Technology Section in EIS	

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145	5661	March 18, 2010	MAX BREEDING	I do not understand why you can't run your lines up I84. Please put them underground.	3	30	Structure	See Siting Study Figure 3.4-6, oppose Western Route, support Eastern Route	NA	Address in Underground Technology Section in EIS	
195	5747	March 29, 2009	RICH DANIELS	Regarding the transmission lines through Baker Valley. Bury the line in the area where people are objecting. The cost difference isn't significant and would likely smooth out the objections so that you can get the job done.	1	30	Structure	NA	NA	Address in Underground Technology Section in EIS	
228	5786	May 25, 2010	MARTIN AND CATHERINE MORROW	If this 500kV line had to be built, the only reasonable route is along I-84. A buried line near the Oregon Trail Interpretive area, or whatever mitigation is necessary to make this route acceptable to Baker County residents. The only reasonable route is one that is already disturbed and established, the I-84 corridor!	3	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	Address in Underground Technology Section in EIS	
232	5795	May 25, 2010	JAMES G SHELLEY	Eastern alternative route...Interpretive Center but can't a mile or two of underground line addres this problem	3	30	Routing	See Siting Study Figure 3.4-6, Eastern Route	3.4 Alternative Routes	Address in Underground Technology Section in EIS	
276	5876	March 22, 2010	J.C. OLIVER	Grant County - Western Route... Following the original I84 corridor is a more logical and financial advantageous route to go... In the areas of concern I would suggest putting the line under ground around short areas of concern. (One to two miles stretches)	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route; supports Eastern Route	3.4 Alternative Routes	Address in Underground Technology Section in EIS	
336	5988	March 24, 2010	ROBERT STEWART	WESTERN...would recommend that Idaho Power take another look at the new underground powerline technology that is now available. The new technology reduces the required right of way down to 25 feet instead of 250ft. This would also remove the visual objections to many on the eastern route.	6	30	Structure	NA	NA	Address in Underground Technology Section in EIS	
429	6129	August 13, 2009	TOM DIMOND	Keep it underground or don't do it at all.	2	30	Structure	NA	NA	Address in Underground Technology Section in EIS	
468	6177	October 21, 2009	RUTH MOORE	Can this line be buried?	1	30	Structure	NA	NA	Address in Underground Technology Section in EIS	
2	5280	March 3, 2010	DANIELLE MCNAIR	The further west you go, the less people are impacted.	1	30	General	NA	2 Approach to Siting; 3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
29	5370	March 3, 2010	ALLISON VALERIO	We did not get enough data concerning the reasons certain routes were removed. However, the farthest route to the West GR3 to GR4 East to HA1 - has the least amount of exclusion or high permitting difficulty areas. It also travels in territory that has an existing 500 kV line	1	30	Routing	See Siting Study Figure 3.3.9-1, Segment GR3-GR4-HA1	3.3.9 Southwest Region	Address Western Alternative Route as CBE in EIS	
31	5373	November 19, 2009	KAREN COULTER	Keep it along I-84 in highway corridor.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
72	5456	March 24, 2010	ROBERT D LYNCH	I believe the western route from Idaho toward Burns and angles northwest to run southwest of Strawberry Mtn. Wilderness then north avoiding the John Day Fossil Beds is the route that should be chosen.	1	30	Routing	See Siting Study Figure 3.4-6, Western Route; opposes Eastern Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
87	5493	September 16, 2009	JOHN B MILBERT	Takes advantage of several existing corridors.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C18	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	Comment in favor of route C18 listing several advantages. C18 (a western route) was considered but eliminated from futher evaluation as a result of the CAP. See Siting Report Section 3.0.
110	5557	September 30, 2009	ROD PRICE	Treasure Valley loop... instead of building 2 lines, why not start that process on the east leg of that loop.	1	30	Routing	See Siting Study Figure 3.1-1, support CAP Route S13 to S6, C9 to S23	2 Approach to Siting; 3 Siting	Address Western Alternative Route as CBE in EIS	
111	5557	September 30, 2009	ROD PRICE	follow the west-wide energy corridor and then branch north and avoid EFU ground in Oregon.	2	30	Routing	See Siting Study Figure 3.1-1, support CAP Route S13 to S6, C9 to S23	2 Approach to Siting; 3 Siting	Address Western Alternative Route as CBE in EIS	Comment supporting a western alternate identified in CAP.This alternative route was considered in the CAP and eliminated from further consideration.
112	5560	September 30, 2009	MATTHEW EICHER	follows existing utility corridor.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9-S19-S20-S21; C9-S23; S13; S6	3 Siting	Address Western Alternative Route as CBE in EIS	

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117	5587	September 15, 2009	ANITA WEST	utilizing existing utility corridors... These routes will not impact Baker County negatively. They won't... impact valuable EFU properties, view sheds, sage grouse leks, historical landmarks.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9, C6	3 Siting	Address Western Alternative Route as CBE in EIS	
119	5592	September 15, 2009	SUSAN BUSCH	most direct route from Boardman to Hemingway is C6C9 avoids populated areas – ag lands & exclusion areas	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9, C6	2 Approach to Siting	Address Western Alternative Route as CBE in EIS	
122	5606	August 13, 2009	ANONYMOUS	Use the existing Buchanan route, then North to Boardman	2	30	Routing	See Siting Study Figure 3.4-6, support Western Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
130	5629	September 16, 2009	M ELAINE HAGBERG	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). A route through western Idaho to Lewiston, ID and west to connect to Mid C Hub should be considered."	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C6, C9, C3	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
154	5679	December 17, 2009	TOM DIMOND	Central...Stay in the least populated areas and southern sage country. South of Seneca.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
259	5845	May 25, 2010	CLAUDE BAKER	If, God forbid, the western rout is chosen I suggest a minor change in the John Day River Crossing. Select the Western Crossing & than connect to the suggest route south of John Day Valley rather than following John Day Valley as the eastern crossing does.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
269	5864	May 25, 2010	STEVE GAST	If there is to be a route through Grant County, it should not trend southwesterly through John Day Valley and the northern slopes of the Aldrich Mountains. Take the straight across route B (GR3-GR4-GR5) and take a route straight across north of Seneca to join route D. This would have the least consequences on the John Day Valley itself.	1	30	Routing	See Siting Study Figure 3.3.9-1 Southwest Region	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
292	5901	September 30, 2009	GARY L ROWHER	Boardman to Burns on existing 500 kv from Forest Service roads to John Day Hwy 26	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
315	5946	December 8, 2009	GARY L ROWHER	Route on south of PPL in Idaho across Malheur, into Harney through Grant. This route is the best option.	2	30	Routing	See Siting Study Figure 3.4-6, supports Western Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
331	5982	March 26, 2010	JUSTIN DEJAGER	WESTERN...The part of the plan (the south route through Grant County) that I oppose the most is that when you get in to the John Day Valley you run parallel to the John Day River. I think it is amazing that your team thinks that the power line and its towers an be "hidden by terrain." The John Day valley is one of the most scenic drives in the state and seeing your power lines for twenty miles in front of the Aldridge mountains would be a crime. If you decide to use the route that goes through Grant County please think about running the line straight across the valley. When you leave Bear Valley and cross the Aldrige Mountains just continue heading North past Mt Vernon (it goes along another lower voltage line), instead of heading West. The faster that you get across Highway 26 and the faster you get away from scenic sight lines the better	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
365	6042	August 25, 2009	JON WATSON	1) use the buchanan route through Harney County after following the Pacific Corp. right of way from Hemmingway 2) Follow Pacific Corp r. o-way from Hemingway to grassy meadows. Then proceed north to Baker County using least amount of EFU farmground through Baker County Cross I-84 hea East of Interpitise Cewter through Union, umitila and morrow county in the least invasive route.	2	30	Routing	See Siting Study Figure 3.4-6, Western Route; Eastern Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
443	6144	August 26, 2009	ROBBIN ANDERSON	Why not follow existing routes with a 230 kV line and work on gas fired generators closer to the projected need areas (Boise)? If necessary put lines thru less populated areas such as Grant County, Malheur & Harney.	3	30	Routing	See Siting Study Figure 3.4-6, supports Western Route	1.2 Project overview and 3.4.1 Western Route	Address Western Alternative Route as CBE in EIS	Gas fired generators do not meet Project Purpose and Need, see Section 2 of POD.
459	6163	July 29, 2009	VIVIAN M ZIKMUND	Avoid - Baker County. Avoid - Durkee Valley. Avoid - Residential. Take the route through Buchanan.	1	30	Routing	See Siting Study Figure 3.4-6, supports Western Route	2 Approach to Siting; 3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
463	6168	July 29, 2009	JOHN B MILBERT	Add the Buchanan Route as a legitimate "placement opportunity"	4	30	Routing	See Siting Study Figure 3.4-6, support Western Route	2 Approach to Siting; 3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	

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495	6263	June 4, 2009	JOHN B MILBERT	Use the existing corridor west through Malheur & Harney counties, then north through Grant & Morrow counties.	7	30	Routing	See Siting Study Figure 3.4-6, supports Western Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS	
104	5531	September 30, 2009	GARY PEARSON	Follow existing corridors as much as possible	3	30	Routing	See Siting Study Figure 3.1-1, CAP Route S18-S13-S6-S19-S20-S21 S13 S13 to S6S 19 S19 to S20 S19 to S21 C9 to S23	2 Approach to Siting; 3 Siting	Address Western Alternative Route as CBE in EIS; Address in Alternatives Methodology Section in EIS	Existing energy, utility and highway corridors have been designated as opportunities since routing studies began. Where reasonable considering the full range of environmental constraints existing corridors have been included as part of the Proposed and Alternate routes
353	6027	August 12, 2009	TERRY GIRT	If nessasary put lines thru less populated areas such as Grant County, Malheur & Harney.	4	30	Routing	See Siting Study Figure 3.4-6, supports Western Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS; Address in Alternatives Methodology Section in EIS	Many alternates have been considered that go through Grant, Malheur and Harney counties. Most were eliminated in the CAP siting process as described in the Siting Report.
446	6146	August 26, 2009	MICHELLE REDDING	Stick with Federal corridors. Follow the PP&L line from Hemingway West and where an acceptable route can be found head north to Boardman. I would think a route along these lines would include an large amount of public property.	2	30	Routing	See Siting Study Figure 3.4-6, supports Western Route	2 Approach to Siting and 3.4 Alternative routes	Address Western Alternative Route as CBE in EIS; Address in Alternatives Methodology Section in EIS	
482	6241	September 30, 2009	RICK MENDIVE	I want it to bypass EFU land in Oregon or Idaho.	1	30	Routing	See Siting Study Figure 3.1-1, support CAP Route C6, S19, C9, S96; oppose S17, S18	3 Siting	Address Western Alternative Route as CBE in EIS; Address in Alternatives Methodology Section in EIS	
85	5492	September 16, 2009	KRISTEN WARES	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	4	30	Routing	See Siting Study Figure 3.1-1, CAP Route C6, C9, C3, C11	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS; Analyze Optimized Proposed and Alternative Routes in Glass Hill Area	Moving the existing 230 kV line and locating the proposed 500 kV line in its place was considered but eliminated from futher consideration in the CAP. See Siting Report section .
107	5545	September 30, 2009	JAMES O STEPHEN	Use public land as much as possible – stay away from private farmland and people's residences.	1	30	Routing	See Siting Study Figure 3.1-1, support CAP Routes S18-21, S23, S13, S6	2 Approach to Siting; 3 Siting	Address Western Alternative Route as CBE in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	Farmland has been a constraint throughout the siting studies; A minimum setback of 300ft from occupied residences has been applied. However, efforts were made to maximize distance from occupied residences where possible.
225	5782	August 27, 2009	KEITH G SPIERS	suggestions for siting the transmission line? Route it on buruea of reclamation or federal land + forst service land. Stay off of any efu ground. You could go due west from Hemmingway + north almost straight to Boardman on almost totally Federal ground.	4	30	Routing	See Siting Study Figure 3.4-6, support Western Route	2 Approach to Siting; 3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
181	5720	March 21, 2010	EVELYN SAYERS	The one that went farthest east around the Interpretive Center (but was on Sage Grouse) looks best to me if it could be made to work.	3	30	Routing	See Siting Study Figure 3.4-6, support for Western Route; Virtue Flat Alternative	3.4 Alternative Routes, 3.3.8 Interpretive Center Region	Address Western Alternative Route as CBE in EIS; Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	
257	5837	March 9, 2010	ROGER FINDLEY	Central alternative route... Go east (way east) of Interpretive Center.	1	30	Routing	See Siting Study Figure 3.4-6, supports Western Route	3.4 Alternative Routes	Address Western Alternative Route as CBE in EIS; Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	
4	5320	July 14, 2010	ROBERT DALE MILLER	If the proposed route, or one of the identified alternate routes is selected, do you have a suggestion on how best to cross your property with the transmission line? Move the route north so it doesn't go through the timber.	4	30	Routing	See Siting Study Figure 4-1, Glass Hill Alternative	NA	Analyze Optimized Proposed and Alternative Routes in Glass Hill Area	Parcel Number 4S37E00401
6	5322	September 20, 2010	DR KAREN ANTELL	EOU strongly prefers the new "alternative route" that shifts the line to the south of the Rebarrow property.	1	30	Routing	See Siting Study Figure 4-1, Glass Hill Alternative	NA	Analyze Optimized Proposed and Alternative Routes in Glass Hill Area	
69	5444	August 13, 2009	ANONYMOUS	Through unpopulated areas not visible from La Grande.	3	30	Routing	See Siting Study Figure 4-1, Glass Hill Alternative	NA	Analyze Optimized Proposed and Alternative Routes in Glass Hill Area	

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131	5636	September 15, 2009	DAN WEITZ	Public safety, access, taxpayer protection (don't want taxpayers to foot the bill to protect infrastructure. Want further discussion in regard to protecting infrastructure.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes C11 and C17	3 Siting	Analyze Optimized Proposed and Alternative Routes in Glass Hill Area	
476	6212	July 14, 2010	DOUG BEAN;WARREN BEAN	Map # 4 and 5 Parcel number(s) 03S37E03400, 03SE37E02400, 03S37E00500 Has suggested alternate route - go straighter, follow existing Bonneville Power ROW	3	30	Routing	See Siting Study Figure 4-1, Glass Hill Alternative	4 Proposed and Alternative Routes	Analyze Optimized Proposed and Alternative Routes in Glass Hill Area	See Scoping Comment Letter 5228, Figure 5228
140	5651	March 8, 2010	CHET PHILLIPS	Everyone would benefit from Idaho Power and PGE coordinating the location of their transmission lines and substations.	1	30	Routing	NA	NA	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	IPC currently working with PGE and Morrow County.
141	5651	March 8, 2010	CHET PHILLIPS	If Idaho Power receives an easement from the Navy to access bombing range property at the northern end, they (Idaho Power) should ask for 1000 feet. The additional feet could be used for future transmission lines. Idaho Power should place the B2H line to the southern most part of the easement. This energy corridor would run from M02 to M05.	2	30	Routing	See Siting Study Figure 3.3.1-1 Boardman Region, Segment MO2-MO5	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	Idaho Power has been working with the Department of Defense with regard to locating the line within the northern boundary of the Bombing Range so as to not affect irrigated agricultural practices occurring along the northern side of the boundary.The Navy has consistently advised that this is not possible. As a result Idaho Power's Proposed Route follows the Southern Alternate south of the Bombing Range.
142	5651	March 8, 2010	CHET PHILLIPS	Another energy corridor to consider is to enter Boardman from the south going from M020 to M013 to MOB to MOe to M01. Then PGE could connect up to the B2H line at M020 by running their line parallel to the tree farm along M04 to M020. By doing this, there would still be only one line entering Boardman serving both utility's needs.	3	30	Routing	See Siting Study Figure 3.1-1, CAP Route N26	2 Approach to Siting; 3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	The Navy has consistently advised that this is not possible. As a result Idaho Power's Proposed Route follows the Southern Alternate south of the Bombing Range.
151	5672	September 23, 2009	ANONYMOUS	Northern alternative. Could take various routes but basically would travel across the northern edge of the bombing range	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes N32	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	Routes across the northern edge of the bombing range were studied during CAP and at one time were Part of Proposed Route.Idaho Power has been working with the Department of Defense with regard to locating the line within the northern boundary of the Bombing Range so as to not affect irrigated agricultural practices occurring along the northern side of the boundary.
234	5798	May 25, 2010	KARL D SMITH	From Coyote Springs power plant, the line should run southeast to the east side of the Bombing Range, then south to the southern edge of the Navy bombing range. This would be a very good location for a regional power substation. Then the line should run east (towards Idaho) and west to come around to the Carty Coal Fire plant, and on west to Salem.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route N26	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	Potential for PGE to review route along eastern edge of Bombing Range for CX Project.
261	5851	February 10, 2010	GERRAL DAVID	a proposed route at the southern boundary of NWSTF Boardman would have the least potential to impact Navy operations.	2	30	Routing	See Siting Study Figure 4-1, Bombing Range South Alternative	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	IPC's 12-6 Proposed Route is south of the Bombing Range
323	5971	August 26, 2009	HERBERT C MITCHELL;MICHAEL RUNYON	Site south of Boardman to minimize impact on Navy operations and our existing + proposed air space	4	30	Routing	See Siting Study Figure 4-1, Bombing Range South Alternative	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	IPC's 12-6 Proposed Route is south of the Bombing Range
474	6210	July 22, 2010	GLENN CHOWNING	Stay south of the freeway	2	30	Routing	See Siting Study Appendix E, Maps 4-5, Proposed Route vicinity of MP 19-22	4.1 Proposed Route Description by County	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	IPC's 12-6 Proposed Route is south of the Bombing Range

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477	6216	June 26, 2010	BOB LEVY	I would encourage your organization to fully explore the southern route, modification to the southern route and mitigation opportunities for squirrel habitat.	3	30	Routing	See Siting Study Figure 4-1, support Bombing Range South Alternative	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	
483	6243	May 29, 2009	DON RICE	Cross the south edge of the navy bombing range - use shortest route when possible -locate on public property -avoid residential property, developed areas, irrigated agriculture, or mitigate environmental areas	2	30	Routing	See Siting Study Figure 4-1, Bombing Range South Alternative	3.3.1 Boardman Region	Analyze Optimized Proposed and Alternative Bombing Range Routes resulting from Landowner Meetings in Detail in EIS	IPC's 12-6 Proposed Route is south of the Bombing Range
1	118	August 25, 2009	DENNIS CAIN	The pathway for the transmission lines should be on public land not on private land.	2	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
16	5354	March 9, 2010	JEFF JOHNSON	I favor increased usage of public land.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
17	5355	March 3, 2010	GARTH JOHNSON	The route alternative C6 with some adjustments especially in the Dale-Ukiah area should be reconsidered. I realize that routes that travel through extensive areas of national forest may require some creative mitigation but this transmission line is to benefit the general public. Therefore the line should be placed across public lands wherever possible. Also splitting the lines of transmission rather than grouping them together protects the power sources from the dangers of natural disasters and terrorist activities.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C6	Approach to Siting and 3.4 Alternative Routes	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
20	5359	March 9, 2010	SHELBY J HILLIARD	public use public land...The central route is the best route for use when using existing corridor.	1	30	Routing	See Siting Study 3.4-6, Central Route	3.4 Alternative Routes	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
28	5369	March 9, 2010	DICK SYMMS	Projects for the public good should be constructed as much as possible on Govt land	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
30	5372	March 23, 2009	JOHNNY KLETKE	The option which I support is the 500,000 volt line to run straight down on BLM land not on private land which would eliminate the aforementioned problems. All support of the BLM route will be appreciated.	6	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
92	5512	September 27, 2009	CASSIE PETTERSON; MICHAEL N PETTERSON	I believe it should be put on public land, B.L.M. land, out where it will not, take the beauty of the area, with the power line towers raising up in the skyline.	2	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
96	5515	December 8, 2009	DAN SYMMS	Make every effort to avoid private property. Projects for public good should be on public land.	1	30	General	See Siting Study Figure 3.1-1, oppose CAP Routes S7, S17, S18	2 Approach to Siting; 3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
99	5524	September 27, 2009	ANONYMOUS ANONYMOUS	these transmission lines should be placed in Idaho on public lands. If not they should primarily be placed on public lands in Oregon.	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
100	5525	September 27, 2009	HOWARD WATERMAN	siting it should be built on public land	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
106	5544	September 30, 2009	GERALDINE STEPHEN	Stay on public land where possible.	1	30	Routing	See Siting Study Figure 3.1-1, support CAP Routes S18-21, S23, S13, S6	2 Approach to Siting; 3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
121	5605	March 25, 2010	JAMES M. MOORE	A public utility line should be constructed on public land regardless of the time involved in going through the permitting process.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route	3.4 Alternative Routes	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
146	5662	August 26, 2009	KAREN THEE	Should be on BLM land as there power lines are "supposedly" needed for the public good. Should be built south and west of town of Marsing where current smaller power lines runs.	2	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
157	5689	March 20, 2009	DICK FLEMING	The line should be located on public land as much as possible since it is a public project.	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
160	5690	March 20, 2009	MICHAEL R. HAMBY	place this line on BLM ground where it would be much less intrusive to the residents of Ten Davis and Canyon County.	2	30	General	NA	2 Approach to Siting; 3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
161	5692	March 23, 2009	GERALD HAMBY	it benefits the general public it should be on public land and not on valuables farm properties.	2	30	General	NA	2 Approach to Siting; 3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
162	5698	August 25, 2009	JANET JONES	Use the public land.	2	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
163	5700	August 25, 2009	UNIVERSITY OF IDAHO	Look + work to put lines through public lands Do your studies + Do it.	1	30	General	NA	2 Approach to Siting; 3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	

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164	5700	August 25, 2009	UNIVERSITY OF IDAHO	Place your Transmission Line on Public Property. Between Boardman Ore + Melba Id you can get 90% of your line on Public Lands - You can easily go around Ontario, Nyssa, Parma, Homedale + Marsing.	2	30	General	NA	2 Approach to Siting; 3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
165	5701	August 25, 2009	ANONYMOUS ANONYMOUS	Stay off Farmland. Keep on mostly public land. I think you could use the federal corridor from Hemingway west into Oregon. Staying on south side of existing lines & going north to boardman when possible	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	The proposed route into Oregon follows the southside of an existing 500 kV line , which is also a WWE Corridor into Oregon.
166	5702	August 25, 2009	ORVILLE GROVES	object to running the power lines across public land we are land owners in the Parma ID. area and crossing our land would would be disastras to our farming operation. Aug. 25. 2009 Orville Groves	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	Routes in Idaho east of the Snake River were eliminated in the CAP.
167	5703	August 25, 2009	ANONYMOUS ANONYMOUS	It is critical that transmission routes be directed through public lands wherever feasible. Crossing private grounds or lands should only be done as a last resort.	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
168	5704	August 25, 2009	ANONYMOUS ANONYMOUS	It should be on public land as much as possible.	2	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
169	5705	August 26, 2009	INEZ JACA	Keep the line off Private Property Keep the line South of PPL.	2	30	General	NA	2 Approach to Siting; 3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
171	5707	August 26, 2009	MICHELLE REDDING	South of the existing power line (owyhee county). Public utility, public ground.	2	30	General	NA	2 Approach to Siting; 3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
183	5722	September 30, 2009	JOHN DAVIS	Idaho route... on land that is not used for farming or being lived on...It should be kept on BLM not on land where land prices would be effected.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9-S23; C9-S19; S13-S6	3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
184	5723	September 30, 2009	KAY L DAVIS	save our farmland and protect ourselves and our children. The routes I propose puts the line on public land where families don't live	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9-S23; C9-S19; S13-S6	3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
185	5724	September 30, 2009	LARRY J DAVIS	Put it on government land where you don't destroy people's lives!	3	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9-S23; C9-S19; S13-S6	3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
186	5725	September 30, 2009	KATHY CLARICH	Needed routes that avoid the valuable farm ground need to go through public lands as much as possible.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S13 to S25 to C13, S13 to S6, C9 to S19 to S21 to C24 to C6, C9 to S29 to C9	3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	.Valuable farmland has been a constraint throughout the siting process.
188	5731	March 24, 2009	BILL GOTSCH;PAT GOTSCH	This line should without a doubt be routed through public land.	2	30	General	NA	2 Approach to Siting; 3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
191	5742	November 19, 2009	DAN KEHR	Should use state/federal lands & not private due to devaluation of property.	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
194	5745	November 19, 2009	ROBERT STEWART	If I were to choose a route it would boarder the I-84 corridor but go along the west side of the valley going more on public lands staying off private lands	3	30	Routing	See Siting Study Figure 3.1-1, CAP Route S96, S29 and S23. S107	2 Approach to Siting; 3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
197	5750	March 25, 2009	DELL JEMMETT;DONNA JEMMETT	Please put the lines for public use on public lands where they belong, not jeopardizing our families lives	2	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
208	5765	August 27, 2009	JEAN EILEEN BARBER;CAROLYN EDWARDS;MARTIN JACA	If it is for public good, then it should be on public ground.	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
210	5767	May 5, 2010	DICK FLEMING	This is a public line and should be on public land.	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
212	5768	March 30, 2009	JEFF BAROLI	it needs to be put on PUBLIC land because it benefits the PUBLIC.	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	

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223	5778	March 19, 2009	CHARLES GOULD;JUDY GOULD	I'm having a hard time understanding why Idaho Power is insisting on placing public utility lines on prime farm land instead of using the already approved energy corridors on public land.	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
224	5780	March 27, 2009	LEONARD WEBER;BONNIE WEBER	As landowners and Idaho Power customers we oppose this project being placed on private land. Public land should be used for public utilities.	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
235	5799	August 25, 2009	HERBERT RUETH;KATHLEEN RUETH	What are your suggestions for siting the transmission line?... I would like to see all or most on Public Land.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
236	5801	August 25, 2009	JANALYN GRAMBO	Please go through less populated public lands.	3	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
238	5809	January 4, 2010	ANONYMOUS	Line placement should be on public land where ever possible.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
251	5828	November 19, 2009	FRANK SILVA	Stay up on government property.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
258	5842	March 9, 2010	JAY CHAMBERLIN	It makes much better sense to follow an existing energy corridor across federal land.	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
260	5848	March 9, 2010	BETTY LEE CLARICH	Public us on public land.	1	30	General	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
282	5892	January 21, 2010	DAN SYMMS	Projects like this for the public good should be built on govt. land.	3	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
284	5894	January 21, 2010	BETTY LEE CLARICH	For the good of the people put the transmission line on BLM land! The preferred line should be outside of Idaho.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
287	5896	May 21, 2009	GRANT KITAMURA	What are your suggestions for siting the transmission line? Public Land (BLM)	3	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
288	5897	May 29, 2009	KARL D SMITH	Route through federal and state land	3	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
294	5905	July 21, 2010	LA VELLE HOEFT	Why can't this be put on less productive land as we were told a year ago?? Its for the public and should be on public land.	5	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
295	5907	September 30, 2009	BETTY THOMAS;ELVIS THOMAS	public land in Oregon	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S23, C9, S19	2 Approach to Siting; 3 Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
296	5907	September 30, 2009	BETTY THOMAS;ELVIS THOMAS	Keep as much in Idaho as possible	2	30	Routing	See Siting Study Figure 3.1-1, CAP Route S18-S13	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
303	5914	September 30, 2009	NANCY L SCOTT	Avoid private property, farm ground Use public land because the public benefits from it, not a few individuals.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S13, S6; C9,S18,S19, S20, S21,23	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
305	5918	September 30, 2009	JEAN EILEEN BARBER;JOE WHITE;GEORGE L WHITE JR	all acceptable It keeps it all on federal land.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes C9,S19,S20, S21; S7	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
307	5923	September 30, 2009	ALICE HANSEN-URE	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.	2	30	Routing	See Siting Study Figure 3.1-1, CAP Route S23,C9, S18, S13,S19, S21	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
313	5943	May 29, 2009	DENNIS MYHRUM	the powerline should be sited on public land so the impacts are shared by everyone instead of impacting individual private landowners. Routing the line through Harney and/or Grant counties where there are more public lands would be a preferred route.	3	30	Routing	Supports aestern alternative	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
314	5946	December 8, 2009	GARY L ROWHER	If for public good, put on public land	1	30	Routing	Drop CAP Routes S7, S17 and S18	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	

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319	5955	December 8, 2009	CAROL HARTMAN	keep the power line off private land.	3	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
320	5956	December 8, 2009	MICHAEL R. HAMBY	I believe there are several good routes through public land	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes S9, S19 and opposes S7,S17, S18	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
327	5973	August 26, 2009	WES ANDERSON	Try to stay on public land. At least the Right of way would give a little wood to our mills	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
341	5997	May 8, 2009	B. FRED LYONS	Canyon County. We want to go on record that we are opposed to running these lines through private property. There is plenty of public land available that can be utilized.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
342	5998	March 23, 2009	MARIA WEBER	It seems to me the original proposed route goes out of its way to be on private land and even further out of the way to detour to the Sand Hallow substation. A much more efficient route would be to stay to the west on public land where it should be	2	30	Routing	NA	2 Approach to Siting; 3.4 Alternative Routes	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	The Sand Hollow Substation is no longer part of the Boardman to Hemingway project.
359	6036	August 25, 2009	NANCY ANTHONY	Put it on public land as much as possible -- away from human development.	2	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
360	6038	August 25, 2009	CLAYTON WHEELER;DENISE WHEELER	Use public land for public utilities. Stay off private land. Private land is too easy for Idaho Power and des not account for human cost.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
361	6039	January 13, 2010	DELL JEMMETT;DONNA JEMMETT	Put them on public lands since they are for public use.	4	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
362	6040	August 25, 2009	RONALD SMITH;MARGARET SMITH	Put the line completely on BLM + Forest Service property...Go thru the process to get it situated on public lands, away from towns + valuable farm ground.	2	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
364	6042	August 25, 2009	JON WATSON	That the time will be taken to site this line podominally on Public ground with the least amount of Private ground. I have concoius that BLM + USFS have not been willing to establish Federal Corridors in eviromentiy sound routes. As mawduted in the federal energy Act of 2005. This line belongs predominally on Public ground.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
366	6045	September 27, 2009	DELBERT STAFFORD	Put the line on BLM, USFS, or state land away from all farm land.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
368	6046	September 27, 2009	MARSHA A SPIERS	Use the public land for the public good. Leave our struggling farmers & ranches alone.	2	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
369	6048	September 27, 2009	STEVE BASIL SMITH	Use as much as possible public lands. The amount of recriation that it will affect is a lot less than putting it through our private lands.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
376	6059	September 27, 2009	WARREN KELLER	Routing on public land - for public good. Avoid private land.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
380	6064	September 27, 2009	MATTHEW EICHER	It should be on public land!	5	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
383	6066	August 25, 2009	JEFF JOHNSON	What are your suggestions for siting the transmission line? Public land is the best place for this project.	5	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
386	6069	August 25, 2009	STEVEN P. THAYN	I would like the lines to be on public as much as possible; not private land.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
393	6074	August 25, 2009	CRAIG TELFORD	Put the transmission line on public property whereever possible.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
394	6075	August 25, 2009	THOMAS J. SMITH	there is plenty of BLM & Forest service Land not being used for anything that this line could pass through & not bother many private citizens. Leave our farm land & development land alone!!	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
398	6079	August 25, 2009	GERALD RUSSELL	Put the line on public land as much as can be. If its for the public it should be as much on public land as posible.	2	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
399	6081	August 25, 2009	RAYMOND M RUETH	My suggestions would be to keep this transmission line predominatly on public lands and national forests. If it is good for the public keep it predominatly on public land.	2	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	

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403	6089	August 25, 2009	JOE OJEDA	What are your suggestions for siting the transmission line? Use public land. - BLM - Ground - only.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
404	6090	August 25, 2009	HELEN NOE;JENETTE NOE	Whenever possible the lines should be placed on public lands, uninhabited by citizens and their private property.	4	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
406	6095	August 25, 2009	DOMINIC IADEROSA	What are your suggestions for siting the transmission line? I would highly recommend that most of if be on public land - and not private land-	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
408	6096	August 25, 2009	THERESA HULBERT	What are your suggestions for siting the transmission line? Use public lands rather than private lands.	4	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
410	6099	September 27, 2009	KAREN WIGGINS	If it is for the Public Good then put it on Public Ground!!!	3	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
412	6102	August 25, 2009	MICHAEL R. HAMBY	Site the line predominately on public land. There isn't a good reason to run that line through the middle of private property in Canyon County.	2	30	Routing	NA	2 Approach to Siting and 3.3.14 Snake River Valley Region	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
413	6103	August 25, 2009	PAT GOTSCH	But as a source of electricity for the entire state & as asset for creating revenue for Idaho Power it should be located on public lands - A public corridore is a feesible route as oppossed to taking private farm ground out of commission. Once again, it should be concentrated on public lands - establish a public corridor which would also be ther for future ---	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
414	6106	August 25, 2009	ONEY EGUIA	This line should be placed on Public land and the minimal usage of private land.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
421	6117	August 25, 2009	LARRY CARDINALE;PAM CARDINALE	There are BLM lands that are primarily uninhabited & are mainly sage & desert. These would be preferable to crossing private land & prime farmland.	5	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
424	6121	September 27, 2009	KATRINA TRENKEL	Site it primarily on government owned land. Not private land.	2	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
435	6133	August 13, 2009	BYRON ROVEY	Keep line on Public land as much as possible. If this line is for the good of the public then it should be on public land.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
445	6146	August 26, 2009	MICHELLE REDDING	I would like the line to stay on public property predominantly and only on private property when absolutely necessary.	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
447	6147	August 13, 2009	MATT FRANKLIN;HAL D FRANKLIN;WENDY G FRANKLIN	Shift at least half that line placement to public and BLM lands. Taxpayers already pay for that. Private land owners would then pay taxes on that and on their own.	5	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
450	6150	August 13, 2009	RC SWANSON;PAT TAKASUGI	The major portion of the transmission line should be on public lands (BLM & USFS) and at 2 minimum on private property.	5	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
451	6152	August 13, 2010	DAVID R SKEEN	Mostly over public forest - not private.	2	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
453	6154	October 21, 2009	PAT HOLLIDAY;KEN HOLLIDAY	Whenever possible the lines should be placed on public lands, uninhabited by citizens and their private property.	4	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
480	6234	September 30, 2009	HARLEN GARNER	Put it on public land, off private property	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
487	6257	May 21, 2009	MATTHEW EICHER	What are your concerns about siting the Boardman to Hemingway transmission line?...Need to locate on public ground	2	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
491	6260	June 4, 2009	ELAINE HAGBERG	Put this transmission line on Public Property since its primary benefit is for Idaho and the nation as a whole.	8	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
492	6262	June 4, 2009	JOCHEN W HAGBERG	What are your concerns about siting the Boardman to Hemingway transmission line?...Not enough use of public land. - If it's for the public good - use public land!	7	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	

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497	6265	September 30, 2009	JERRY GYLLENSKOG	I feel the general route should stay on public land as much as possible	1	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
499	62030	August 26, 2009	LIN MITCHELL	Idaho Power needs to use public lands instead of private lands for their route.	2	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	
460	6164	August 13, 2009	CAROLYN EDWARDS;GLEN MCGUIRE	To keep this away from the towns and outlying areas. Keep as much as possible on the public lands and remote country side.	3	30	Routing	NA	2 Approach to Siting	Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation; Address in Alternatives Methodology Section in EIS	
12	5347	March 9, 2010	RICK MENDIVE	We would like to see the Baker alternate be pushed further away from the Interpretive Center if at all possible	1	30	Routing	See Siting Study Figure 4-1, Virtue Flat Alternative	3.3.8 Interpretive Center Region	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	
80	5482	September 15, 2009	FRED WARNER JR	From Durkee to Baker – keep route to the east of existing power lines east of the freeway.	1	30	Routing	See Siting Study Figure 3.1-1, support for CAP Route C8C, C8B(?), C41	3.3.8 Interpretive Center Region; See also 4.1.4 Segment 4-Baker County	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C8C' and 'Route C8C Preliminary Evaluation'.
101	5526	May 24, 2010	RICHARD HAINES	if one shrank the OHV area boundary a little to free up a lek area or two, and then put the corridor through another lek or edge of lek with the least impact to that lek as possible...perhaps the net effect might be sustaining suitable lek habitat with no net reduction for ODFW, a continuing OHV area for recreation users, and the power line further east as noted by some citizens.	1	30	Routing	See Siting Study Figure 4-1, Virtue Flat Alternative	3.3.8 Interpretive Center Region	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	
129	5616	September 16, 2009	MARK BENNETT	Baker – relocate 230 kV line to east, put 230kV close to rifle range. Put 500kV in existing 230kV ROW	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C8	3.3.8 Interpretive Center Region	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	
211	5767	May 5, 2010	DICK FLEMING	There is an alignment that has not been considered. I have drawn it on the attached map. I have called it the Low Visibility Alignment or the minimum Impact on Humans alignment. From Durkee to the junction of existing power lines about four miles north of the interpretive center, the line would be more than half on BLM land, and more than a mile from any home. It would be located where the visibility from the Oregon Trail Interpretive Center would be minimal.	2	30	Routing	See Siting Study Figure 3.3.8-1 Interpretive Center Region	3.3.8 Interpretive Center Region	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	No Map Attached to CAP Letter; See also Scoping Letter 5023, Comment 3, 4 along with Figure 5023.
233	5797	May 25, 2010	LORI SMITH	Central alternative route...The topography allows you to hide parts of the transmission line in the valleys and trees	1	30	Routing	See Siting Study Figure 3.4-6, Eastern Route	3.4 Alternative Routes	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	
245	5817	March 3, 2010	ANDREW STORER	If you decide to go through Virute Flat (Baker Alt. #2) I would appreciate seeing it centered evenly between the two homesteads on Virtue Flats...If Alt. #2 is decided on and it is moved west 1-2 miles from its present location (1.22 miles west of my home) that should mitigate loss of value to my property caused by proximity of power lines to my home.	2	30	Routing	See Siting Study Figure 4-1, Virtue Flat Alternative	3.3.8 Interpretive Center Region	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	
247	5818	March 9, 2010	GARY PEARSON	It is way too close to the Oregon Trail Historical museum and site. Get it miles east of there somehow!!	4	30	Routing	See Siting Study Figure 3.4-6, Eastern Route	3.3.8 Interpretive Center Region	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	
273	5868	March 22, 2010	RON ROWAN	the next best alternative in my opinion is going east of the Interpretive Center and avoiding the Baker Valley.	1	30	Routing	See Siting Study Figure 4-1, Virtue Flat Alternative	3.3.8 Interpretive Center Region	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	
304	5916	July 20, 2010	DICK FLEMING	The route should be pushed east up Prichard Creek. This would minimize impact on people.	1	30	Routing	See Siting Study Figure 3.3.8-1 Interpretive Center Region	3.3.8 Interpretive Center Region	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	See also Scoping Letter 5023, Comment 3, 4 along with Figure 5023.

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464	6170	March 3, 2010	DORTHY WOOTERS	I propose a route to swing east somewhere between North Powder and BA18 on map - - - staying west of Medical Springs and Keating or east - (Maybe about where the 230 kV line now exists. It's hard to tell on your maps with no distinctive roads, topographic features, ets.) Cross extreme norther end of Virtue Flat from West to East, behind hills from views of Interpretive Center, then drop south to come back into near Pleasant Valley, perhaps somewhere near an existing 138 kV line. I've walked from the freeway I-84 side to the north end of Virtue Flat with no problem so I know IP could punch a line through there and with very few more miles, if any. I have enclosed one of your maps with generally proposed route in yellow and green. From you lek overlay maps, it appears there are several unoccupied leks or edges of buffer zones, you surely can negotiate through.	1	30	Routing	NA	NA	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	Map not attached. See Figure 6170, CAP Comment Letter Alternative 6170
475	6211	July 20, 2010	TERRIE BOETTCHER	Please, if it is the red route, move as far to the west as possible.	3	30	Routing	See Siting Study Figure 4-1, oppose Virtue Flat Alternative	3.3.8 Interpretive Center Region	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS	See B2H website. Idaho Power > Community Advisory Process > Project Advisory Teams > Central Project Advisory Team > Fifth Meeting > CAP Routing Presentation (PDF, 2.7 MB) > Slide 56-60
230	5792	May 25, 2010	SARAH RUSS	Eastern alternative route...suggest reroute underground of 230 kv line to east side and put 500 kv on the west side (I-84)	4	30	Routing	See Siting Study Figure 3.1-1, CAP Route C8; See Siting Study Figure 3.3.8-1 Interpretive Center Region	3.3.8 Interpretive Center Region	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS; Address in Underground Technology Section in EIS	
89	5496	April 20, 2010	DICK FLEMING	I noticed the alignment is still mostly on private land even though the public lands were not claimed due to a lower perceived value on those lands when homesteading was allowed. Why are you insisting on runnning the power line on the more valuable land? Why are you insisting on running the power line in a highly visible location when less obtrusive locations are available.	2	30	Routing	NA	NA	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	See also Scoping Letter 5023, Comment 3, 4 along with Figure 5023.
116	5584	September 15, 2009	FRED WARNER SR	east of OT interpretive center and also impacting less private ground and farm ground	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C8B	3.3.8 Interpretive Center Region	Consider Optimized Virtue Flat/Interpretive Center Proposed and Alternative Routes in Detail in EIS; Consider developing a conceptual public land alternative from northern end of Blue Mountains south to Hemingway Substation.	See B2H website. Idaho Power > Community Advisory Process > Maps > Map Archive; Scroll down to heading "Initial Proposed Routes - Fall 2009"; Select 'Route C8B' and 'Route C8B Preliminary Evaluation'.
3	5281	March 3, 2010	MICHAEL MCALLISTER	Have the minimal environmental impact - esp. not invade, disrupt and fragment large areas of contiguous wild lands; Integrate with the existing network of human occupancy and infrastructure across the landscape; Blend into infrastrucure and human viewscapes with a minimum of "undesirable" outcomes.	1	30	Routing	See Siting Study Figure 3.4-6, Eastern Route	2 Approach to Siting	No Further Action (NFA)	
9	5338	September 16, 2009	ELAINE HAGBERG	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 & La Grande in some fashion.	1	30	Routing	See Siting Study Figure 3.1-1, Route C3, C6, C9	3.4 Alternative Routes	NFA	
10	5338	September 16, 2009	ELAINE HAGBERG	My final comment: A route through western Idaho to Lewiston, ID and west to connect to Mid C Hub should be considered.	2	30	Routing	See Siting Study Figure 3.1-1, CAP Routes S25, C13	1.2 Project Overview, 3.4 Alternative Routes	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
13	5350	May 25, 2010	LONNIE LAWRENCE	Eastern alternative route?... There's already a transmission line through there; Less national forest lands to cross and destroy; A utility corridor is already established through the few miles of national forest that would be crossed;	4	30	Routing	See Siting Study Figure 3.4-6, support Eastern Route	3.4 Alternative Routes	NFA	
14	5351	March 3, 2010	DUNCAN MACKENZIE	Harney County would like to have the line and they have a line that goes through Wheeler County from Harney County marked on their maps already.	1	30	Routing	See Siting Study Figure 3.3.9-1, Segment GR4-HA1-HA2-MA6	3.3.9 Southwest Region	NFA	
15	5352	May 25, 2010	ROD KUHN	Take your 500 kv line along the I84 route	2	30	Routing	See Siting Study Figure 3.4-6, support Eastern Route	3.4 Alternative Routes	NFA	

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18	5357	May 25, 2010	DARRELL HOWE	if this power is for IDAHO POWER then this line should be RUN THROUGH IDAHO!!! The line should take the shortest route from Boardman to the Idaho border, cross that border, and the people of Idaho should have to deal with the line running down their state, across their pristine land.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes S25, C13	3.4 Alternative Routes	NFA	
19	5358	March 9, 2010	JERRY HOAGLAND	The proposed line from Hemingway to the Oregon border should stay on the south side of the existing Pacific Corp. line.	2	30	Routing	See Siting Study Figure 3.3.14-1, Segment MA6-MA7-OW1-OW2	4 Proposed and Alternative Routes	NFA	
21	5360	May 25, 2010	JOE HUGHES	Western route – adjustment at Mt. Vernon: go north just to the west of Mt. Vernon, cross a piece of the Malheur west along north edge of Malheur, northwest to Court Rock. Construction costs from Hwy 26 to North of Malheur are similar to proposed route except the focus is full of roads in that area already, going west along north edge of Malheur relatively flat, easier to build. Advantages about same distance, easier to build, avoids scenic John Day Valley, fewer property owners.	1	30	Routing	See Siting Study 3.4-6, opposes Western Route	3.4 Alternative Routes	NFA	
22	5360	May 25, 2010	JOE HUGHES	What are your DISLIKES concerning the Western alternative route? It shouldn't run parallel to the river or valley. If it has to be built it needs to cross the river immediately and get out of the valley....there are not hills between the Aldrich's and the river to hide it behind. All those drainages run towards Hwy 26 and the hills are perpendicular to the valley.	2	30	Routing	See Siting Study 3.4-6, opposes Western Route	3.4 Alternative Routes	NFA	
25	5362	May 25, 2010	STEPHEN TIKTIN	Transmission line needs to follow a highway corridor or be adjacent to an already existing corridor such as I-84	1	30	Routing	See Siting Study 3.4-6, support Eastern Route	2 Approach to Siting	NFA	
32	5374	November 19, 2009	BRIAN COCHRAN	If I had to pick a route at this point – I-84 corridor.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
33	5375	March 25, 2009	A GRAMBO	Please consider moving the planned Sand hollow station to the public lands west of Adrian. The Sand hollow station creates a detour adding to your cost and affecting more people, their lands, and occupations.	1	30	Routing	NA	NA	NFA	The Sand Hollow Substation is no longer part of the Boardman to Hemingway project.
34	5379	November 5, 2009	JERRY FRANKLIN	Keep it along the I84 corridor where it belongs.	4	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
35	5381	November 11, 2009	MIKE BOHANNON	Solar is a good way to fulfill this need.	3	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
36	5383	November 17, 2009	DAWN PENCE	However I also believe it should come with as little impact to the people no matter WHERE you live. There are already existing huge power lines which easements are already owned by you. Why aren't you using the same path.	1	30	General	NA	2 Approach to Siting	NFA	
38	5388	March 15, 2010	NELSON HECKMAN	I suggest the route be the shortest that will have the power line enter the service district that will benefit your customers then proceed thru that district to it's final destination, that way those who benefit will have the benefit of both the pro's and the con's that the power line will produce.	1	30	Routing	NA	2 Approach to Siting	NFA	
40	5390	September 30, 2009	MATT HANSEN-URE	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	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S23,C9, S13, S19, S21	1.2 Project Overview, 3.4 Alternative Routes, 3.3.14 Snake River Valley Region	NFA	
41	5395	November 1, 2009	DANIEL HEROLD	The I-84 corridor is a much more appropriate routing as it already has substantial infrastructure and will have much less impact on our remaining wild and scenic areas.	7	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
42	5396	November 3, 2009	PAT HUGHES	Why not use the I84 corridor, as it is already developed?	1	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	
43	5398	November 4, 2009	KEITH BALTZOR	suggestions for siting the transmission line... The original path desired by Idaho Power on the I.84 corridor.	1	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	

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44	5400	March 19, 2010	FRED FITZGERALD	The I-84 corridor has already been desecrated by the existing corridor. Why ruin a beautiful, remote area with (B2H) when an existing corridor already exists?	2	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	
45	5401	November 5, 2009	TIM LILLEBO	There are existing corridors and previously developed lands on the routes that generall follow I-84. - Lobby the Federal Hiway Commision & put this impactful line next to the Freeway I-84 or do not build it. The costs are way to high to impact our remaining public lands with your new proposals that were not a part of your original proposal.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
47	5401	November 5, 2009	TIM LILLEBO	Invest the $600,000,000 in renewables rather than build the powerline.	4	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
48	5402	November 19, 2009	PAM CALLAHAN	I like the I-84 route.... I feel the federal freeway corridor is oldest and has priority just like an airport about expansion. Very limited tree cutting, if any, would be a problem and definitely transportation issues are taken care of. Transportation for supplies, building and maintenance is taken care of. This would cause the least impact to wildlife, fish, forestry and habitat and housing.	1	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	
62	5432	September 30, 2009	JERRY HOAGLAND	And jog from Hemingway around private and cross Pacific Corp line and stay on south side from there to the Northwest to Oregon border.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes S19,S20	4.1 Proposed Route Description by County	NFA	
75	5468	March 19, 2009	SUZAN JONES	Through Malheur county by Malheur reservoir - that area has few people and its mainly summer range	1	30	Routing	See Siting Study Figure 3.4-6, Eastern Route	3.4 Alternative Routes	NFA	
82	5488	September 16, 2009	YOGI HAGBERG	traditional transportation corridor - existing lines- conscious of controlled airspace- behind hill – visibility screened by hill- Durkee area residents can choose route in their vicinity	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C3; Central Route	2 Approach to Siting; 3.4 Alternative Routes	NFA	
86	5492	September 16, 2009	KRISTEN WARES	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... The desert eco-systems are very fragile while there is potential to skirt farmland west of the freeway.	5	30	Routing	See Siting Study Figure 3.1-1, CAP Route C3	3.4 Alternative Routes	NFA	Alternative routes west of I-84 were considered but eliminated from further consideration in the CAP.Issues included farmland, EFU, airport and approach zone and strong opposition from Baker County.
90	5498	March 10, 2010	JIM SPROUL	there are much better areas with less economic and social impacts located to the east.	4	30	General	See Siting Study Figure 3.4-6, oppose Western Route	3.4 Alternative Routes	NFA	Comment supporting route to the east, which is Idaho Power's Proposed Route.
91	5511	September 27, 2009	ROGER FINDLEY;JEAN FINDLEY	6) We strongly encourage two routes be considered/analyzed in Idaho and two routes in Oregon, at the very least.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes	3 Siting	NFA	Numerous routes have been considered in both states; however, as aresult of the CAP the Proposed and current alternatives are located predominantly in Oregon.
95	5514	January 13, 2010	THOMAS E BROWN	Routing the powerline through the Ash Grove Cement Plant would also improve the chances of another industry replacing the cement plant which is on the verge of closing because of the economy and mercury pollution. The community of Durkee depends on employment at the Ash Grove location and the powerline would improve the prospects.	5	30	Routing	See Siting Study Appendix E, Maps 33-34, west of Proposed Route MP 185	NA	NFA	
102	5527	May 25, 2010	STEVE COREY	the route of the transmission line generally should track the area's transportation corridors, along Interstate 84 north, from the Oregon border with Idaho, to the area of Kamela or Meacham, and then westerly.	1	30	Routing	See Siting Study Figure 3.3.4-1 Pilot Rock Region, See Siting Study Figure 3.3.5-1 West of National Forest Utility Corridor Region	3.3.4 Pilot Rock Region, 3.3.5 West of National Forest Utility Corridor Region	NFA	

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103	5529	March 10, 2010	JIM HAMMETT;JIM HAMMETT	I am sure you are aware that the 2009 Record of Decision on energy corridors as required by Section 368 of the Energy Policy Act of 2005 designated amost 230,500 acres of land in Oregon as energy transportation corridors. Not one of these acres is in Grant County. However, the multi-modal corridor 250-252 contains a large part of the route you are considering down the I-84 corridor... Seems to me you have a lot of direction and an obligation to use these established corridors, rather than take off on your own and try to establish new one in a relatively pristine environment like Grant County.	1	30	Routing	See Siting Study Figure 3.4-6, oppose Western Route; support Eastern Route	2 Approach to Siting, 3.4 Alternative Routes	NFA	The WWECs were considered a routing opportunity for all routing activities associated with the B2H Project. Currently the Eastern Corridor is Idaho Power's Proposed Route.
113	5572	September 15, 2009	EDWARD G NICHOLS	Avoid property. Stay on north side of I84.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C40	4.1 Proposed Route Description by County	NFA	
114	5576	September 16, 2009	DICK D'EWART	To avoid houses would like the transmission line to follow the fiber optic line.	1	30	Routing	See Siting Study Figure 3.1-1, CAP RouteC41	4.1 Proposed Route Description by County	NFA	
115	5581	January 19, 2010	JERRY COWGER	I strongly prefer a final alternative that utilizes the previously developed areas of the I-84 corridor as extensively as possible.	1	30	Routing	See Siting Study Figure 3.4-6, support Eastern Route	3.4 Alternative Routes	NFA	
123	5607	March 23, 2010	PAULA LANGENFELD	It doesn't benefit anyone in this county at all and I know there is another area you can put those ugly towers in. Like through the desert south of us or through the US Forest Service North of us. Please find a different area to put your power lines through.	2	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route	3.4 Alternative Routes	NFA	
126	5614	September 23, 2009	GARY NEAL	route per landowners interests – some ok w/line, avoid those against	2	30	Routing	See Siting Study Figure 3.1-1, CAP Route N7	3.3.5 West of National Forest Utility Corridor Region	NFA	
127	5614	September 23, 2009	GARY NEAL	route south of Pilot Rock – avoid ag lands to north-avoid pivots, stay south of bombing range, around Nature Conservancy unless can work a deal w/them	3	30	Routing	See Siting Study Figure 3.1-1, CAP Route N7	3.3.5 West of National Forest Utility Corridor Region	NFA	
128	5615	January 18, 2010	MITSIE WILBURN	WESTERN...why aren't the Columbia Gorge and other better suited areas still being looked at	3	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route	3.4 Alternative Routes	NFA	
132	5637	September 23, 2009	RICHARD MELAAS	Use existing transportation/utility corridor along bombing range road / Bonneville power easement already provided by navy for utilities / transportation if necessary. I consider joint / co-use of existing Bonneville Power towers (west side of road) or improvement of existing power line on east side of bombing range road	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route N26	3.3.1 Boardman Region	NFA	IPC currently working with PGE and Morrow County.
133	5637	September 23, 2009	RICHARD MELAAS	Use existing utility / transportation corridor along immigrant lane along south boundary of Boardman as much as possible if necessary	2	30	Routing	See Siting Study Figure 3.1-1, CAP Route N7, N28, N30	3.3.1 Boardman Region	NFA	IPC currently working with PGE and Morrow County.
134	5637	September 23, 2009	RICHARD MELAAS	To connect to utility corridors east of Boardman. Consider locating power lines within an easement to permit other co-use or transportation infrastructure (road) to be constructed within any newly acquired easement.	3	30	Routing	See Siting Study Figure 3.1-1, CAP Route N26	2 Approach to Siting; 3.3.1 Boardman Region	NFA	IPC currently working with PGE and Morrow County.
135	5637	September 23, 2009	RICHARD MELAAS	Consider join venture utility / transportation easement acquisition strategy with PGE, Morrow County (connector road from bombing range to immigrant lane) and Idaho Power.	4	30	General	NA	NA	NFA	IPC currently working with PGE and Morrow County.
136	5638	September 23, 2009	RICK YARDLEY	use govt lands as opposed to private land	1	30	General	See Siting Study Figure 3.1-1, CAP Route N6, N10	2 Approach to Siting; 3.3.1 Boardman Region	NFA	
137	5639	September 23, 2009	STEVE COREY	I worked with a neighbor and together we revised route N4 to address concerns we now are considering – entering Umatilla County on the USFS corridor, going west at Kamela/Spring Creek across to the north side of Indian Lake, going off the mountain along the county road (Rocky Ridge Road), staying south of Pilot Rock, staying south of the Cunningham Sheep HQs (West Birch Creek) and south of the Cunningham Sheep "Cattle" HQs (Butter Creek).	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route N4	3.3.5 West of National Forest Utility Corridor Region	NFA	

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138	5639	September 23, 2009	STEVE COREY	take the line through our pastures near Alkali Canyon, north of Nye Junction and Winsome. We also would consider a re-focus of the USFS corridor, taking the new line to the Meacham area, then west on the county road from Meacham to McKay Creek, and then diagonally either west (just south of Pilot Rock), or northwest (just south of Pilot Rock), or northwest (just north of Pilot Rock) to Alkali Canyon referred to above.	3	30	Routing	See Siting Study Figure 3.1-1, CAP Route N4	3.3.5 West of National Forest Utility Corridor Region	NFA	
139	5649	March 23, 2010	STEVE WALKER	This line should be routed through the I-84 corridor where it was originally proposed and where it belongs.	3	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route; supports Eastern Route	3.4 Alternative Routes	NFA	
143	5651	March 8, 2010	CHET PHILLIPS	Additionally, the southern end of the bombing range could serve for the future hub substation, at least somewhere in the M020 area.	4	30	Routing	NA	NA	NFA	
147	5664	September 23, 2009	ALAN M INSKO	Appears to be shortest route to connect the Forest Service utility corridor coming from Union County toward Boardman. This line skirts the foothills of the Blue Mountains which have the potential for wind development in many areas.-This route would provide potential "tie ins" for a wider number of different interests.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route N8	3.3 Regional Analyses	NFA	
148	5665	September 23, 2009	J.R. COOK	push any potential NFO hub to the east of the urban centers of Hermiston, Echo, Stanfield and Umatilla and to the west of Pendleton and Milton-Freewater which is preferable.	3	30	Routing	See Siting Study Figure 3.1-1, CAP Route N8, N4, N12	NA	NFA	There is no record of a CAP Route N12; Unclear what commenter refers to as 'NFO Hub'.
149	5666	September 23, 2009	DAVID R DEMAYO	open country – wheat fields. Dry land wheat farms. 2) avoids the bombing range issue by going west and following the Columbia River Valley east (for ease of installation excellent!)	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes N4-N6	3.3.5 West of National Forest Utility Corridor Region	NFA	
150	5667	September 23, 2009	TAMRA MABBOTT	benefit of proximity to wind farms proposed.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes N4, N16, N8; C13 not feasible	3 Siting	NFA	There is no record of a CAP Route N12
152	5674	January 19, 2010	JIM BELLINGER	The route should follow the shortest route as identified maintenance cost for the next 100 years will be overwhelming of accessing the line. I-84 corridor suggest the best & most economical option, terrain is flatter & more cost effective to construct.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	The Navy has consistently advised that this is not possible.
153	5677	December 8, 2009	PAT TRENKEL	South...Analyze the routes east of Boise also.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S13	3.4 Alternative Routes	NFA	
155	5680	December 17, 2009	VERNITA EDIGER	keep lines supplying Idaho are in IDAHO	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S25, C13	3.4 Alternative Routes	NFA	A number of routes were considered in Idaho, but except for the Proposed Route were eliminated from further consideration. See Siting Report Section 3, specifically sections 3.3.14 and 3.4.
170	5706	August 26, 2009	MARTIN JACA	Stay to the South of the PPL!	2	30	Routing	See Siting Study Figure 4-1, Owyhee River Below Dam Alternative	2 Approach to Siting; 3 Siting	NFA	
172	5708	March 22, 2010	GREG SCHMIDT	It seems to me the most appropriate route would be Baker Alt 1 or Baker Alt 2 due to better construction access and probably lower costs to construct.	2	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route	3.4 Alternative Routes	NFA	
173	5710	March 23, 2010	DENNIS BRADLEY	The City of Mt. Vernon strongly encourages Idaho Power Company to consider its options and select the Eastern route which least effects our natural resources.	3	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
174	5717	November 4, 2009	TOM SHARP	Routing along I-84 corridor seems to be the more cost effective, permittable alternative.	1	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	
175	5717	November 4, 2009	TOM SHARP	If routed thru Harney County strategic benefit would be accessibility to southeast Oregon wind energy developments.	2	30	General	See Siting Study Figure 3.4-6, Western Route	1.2 Project Overview	NFA	
177	5718	November 4, 2009	JACK SOUTHWORTH	I-84 route w/some variations.	3	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	

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178	5718	November 4, 2009	JACK SOUTHWORTH	W of Treasure Valley & E of National Forests in OR.	4	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	the Proposed Route is west of the Treasure Valley and east of the National Forests.
180	5719	March 20, 2010	MARK SYMONDS	(Western)...I am totally against the proposed line being placed in this area and believe it should be located along another pathway such as the central or eastern route. Such routes would appear to have less effect on the number of acres of pristine national forest lands that currently exist in this region.	2	30	Routing	See Siting Study Figure 3.4-6, oppose Western Routes, supports Central/Eastern Routes	3.4 Alternative Routes	NFA	
182	5721	October 22, 2009	KEITH BALTZOR	The original I-84 route makes more sense than any of the others for the following reasons 1) Least cost prohibitive 2) Infrastructure already in place in close proximity (roads, services etc)	2	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	
190	5739	November 4, 2009	JOHN CLEMENS	The straightest line from point A to B with the minimal amount of enviromental impact. The corridor thru the forest that is already in place is a huge issue and impacts will be minimal to the forest.	2	30	General	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	1. Length is always a consideration in selecting a preferred route; however the least amount of environmental impact is more preferable. 2. The proposed route does use the utility corridor through the national forest.
192	5742	November 19, 2009	DAN KEHR	Use I-84 route which has access & not deface & devalue further property – both private and public.	2	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
193	5744	November 19, 2009	LEON SKILES	Most direct route with the least impact up the I-84 corridor. Use existing energy corridors	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
196	5749	November 19, 2009	TIM LILLEBO	I-84 corridor – easily accessible for construction and maintenance	1	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	
199	5754	November 19, 2009	EVA HARRIS	the I-84 corridor is already developed, it would require the least alteration to untouched, pristing lands, and probably would be the least costly for Idaho Power.	2	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
200	5756	November 19, 2009	STEVE GAST	If a line is put through this area, the only way to mitigate this would a more vertically situated line that would be the least damaging to this future. If anything it should follow the natural drainage and not cut across.	4	30	Routing	See Siting Study Figure 3.1-1, CAP Route C18	3 Siting	NFA	
201	5756	November 19, 2009	STEVE GAST	preferred route would be I-84 because of the development that is already existing and the resources that are available to that area. There are the obvious scenic value of the Elkhorns and the Wallowas but those are better accessed through the many secondary roads in the area, in especially Baker Co.	5	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	
202	5757	November 19, 2009	JERRY EBELTOFT	If you all could research the line running on the ground (not under) for part of the visual area that would be great.	2	30	Structure	NA	NA	NFA	
204	5759	November 19, 2009	JERRY COWGER	I 84 – the power corridor is already there – it would cost much less – it is a more direct route.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
207	5764	March 24, 2010	ROBERT HALE;CLAUDIA HALE	It seems to us that the most reasonable route through Oregon for the Boardman-Hemingway Line is along Hwy. 84. The valleys are wide, access roads would be good, the land is mostly flat with the exception of the Blue Mts.	7	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	We agree with the comment. I-84 was considered an opportunity for routing throughout the CAP and the Eastern Corridor ,chosen as Idaho Power's Proposed Route, follows in proximity to I-84 where other constraints permit in portions of Baker and Union Counties.
213	5770	August 20, 2009	DAVID MILDREXLER	Opportunity exists for increased utilization of solar energy and conservation within Boise. Oregon should not support unsustainable growth in other states by enabling growth that otherwise could not be supported.	2	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.

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214	5770	August 20, 2009	DAVID MILDREXLER	A recent plan being developed by the Northwest Power and Conservation Council shows that 85% of the Northwest's new power needs over the next 20 years can be achieved through conservation. Conservation is the approach that needs to be emphasized. The Boardman to Hemingway Transmission Line Project instead transfers power over large distances to fuel unsustainable growth. We cannot afford to pursue growth such as this any longer.	3	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
215	5771	March 11, 2010	GLENN E PALMER	Have you considered building a power plant in Hemmingway over the expense of the transmission line...If Hemmingway or Idaho residents need the additional power, put the power plant in their back yard.	2	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
216	5773	March 15, 2010	SANDY MURRAY;MARK MURRAY	(Western)...Why can't Idaho Power generate electricity on a more local scale?...The fact is, Idaho Power is building a new power plant in Mountain Home. So, why can't they use their own power?	4	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
217	5774	November 19, 2009	NEIL BAUER	The I 84 corridor also is a logical choice logistically. The access for construction & future maintainence is already in place...The I 84 also will have the least impact on wildlife habitat & migrations. There are habitat alterations & migration barriers already there...The vast amount of this land has very limited and minimal use except for the 4 to 6 weeks of the year during the deer & elk seasons. The visual impacts from siting the line on this route is almost negligible.	1	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	
218	5774	November 19, 2009	NEIL BAUER	through the Umatilla & Malheur N. Forests. It is over grown & densly stocked with an early successional forest type. There is very little grasses & other forage species available for the deer & elk & other herbivorous species. Opening up the right of way's forest floor to sunlight & seeding with native grasses could actually enhance & increase wildlife populations through the forest.	2	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route	3.4 Alternative Routes	NFA	
219	5776	November 19, 2009	MARK CERNY	utilize the existing I-84 corridor...will cause the least disturbance possible. It is also the most economic route as well as doing the least damage to the environment.	1	30	Routing	See Siting Study Figure 3.4-6, suports Eastern Route	3.4 Alternative Routes	NFA	
227	5786	May 25, 2010	MARTIN AND CATHERINE MORROW	There needs to be more proposals for alternative energy generation with smaller distribution infrastructure.	2	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
229	5786	May 25, 2010	MARTIN AND CATHERINE MORROW	Future energy production and transmission needs to invest in renewable production and de-centralized sources with smaller, more local infrastructure.	4	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
231	5793	May 25, 2010	GARY SCHULTZ	Idaho Power should seek in state sources of energy; nuclear power close to where power is needed would be a better choice.	1	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
239	5811	March 19, 2010	JERRY RUSSEL	The I-84 freeway is already an existing modern marvel of man's development. The land area it already consumes must be utilized to its' fullest potential. Maintenance and protection of the highway and the proposed transmission line from natural disasters as well as human inflicted sabotage and eco-terrorism is infinitely easier and more cost effective if located along this easily accessible route.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
240	5813	May 25, 2010	JANICE O'RORKE	The most logical route is down I-84. Access is easy with no new roads needed. Repairing problems will be easy because access is quick and easy – no wilderness to cross or access.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	

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241	5814	January 30, 2010	THOMAS E BROWN	Would it not be possible to just add capacity as needed instead of projecting the need so far into an uncertain future? Lower voltage transmission lines are much less intrusive and building more of those along different routes would incrementally increase capacity as needed, and would provide redundancy in case of earthquake or other disaster.	3	30	Energy	See Siting Study Figure 3.4-6, Eastern Route	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
242	5814	January 30, 2010	THOMAS E BROWN	I read that a lower voltage line is half the price per mile, so why not build that line, save some money, and see if another line is needed later. I realize that as the voltage doubles the power capacity quadruples, but it still seems that four lines built when and if needed would be a more practical plan.	5	30	Energy	See Siting Study Figure 3.4-6, Eastern Route	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
243	5816	January 26, 2010	ROSE HOWE;DARRELL HOWE	When one looks at the routes laid out for consideration, it seems most logical to follow the already established I-84 interstate route for the reasons of accessibility which in itself would be a considerable cost savings over carving out a line over the rugged terrain many of the other proposed routes would require.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
244	5817	March 3, 2010	ANDREW STORER	Is there a revised route that you believe is permittable and constructible that should be considered?...Across Malheur and Harney into Lake County to tie into existing corridors in Christmas Valley area. Less people impacted and better utilization of existing corridors.	1	30	Routing	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
246	5818	March 9, 2010	GARY PEARSON	I still believe that a route east of Boise and on to I-84 via Gem, Payette and Washington counties, is a viable, permittable and constructable route.	1	30	Routing	See Siting Study Figure 3.3.14-1 Snake River Valley Region	3.3.14 Snake River Valley Region	NFA	
248	5820	February 23, 2010	RONALD H. DONATI	I'm sure you have less expensive and more direct routes along the Columbia River corridor that can meet your ultimate goal. I hope you come to the same conclusion and leave Grant County's people, ranches and wild-life with their present environment and without your intrusion into their lives.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
249	5823	November 30, 2009	BRUCE R CORN	I find it very troubling that IP has rejected any line siting east of Boise. Following S13 from my view has the following advantages 1. Existing right of way – no easments of new disruption of citizens 2. Boise Ada area is where growth is 3. Substations other than Hemingway are not built. – therefore could be moved to meet route 4. Portion TV loop will completed where most needed from population 5. Cost from extra distance falls in OR criteria of resonable especially when considering not cost for right away as IP has right of way. IP needs to reconsider east Boise route!	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S13	1.2 Project Overview; 3 Siting	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
250	5826	November 28, 2009	ANONYMOUS	alternative route that avoids EFU and leks, and moves back towards I-84.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S21-C6	3 Siting	NFA	
252	5829	November 19, 2009	ROD KUHN	I would say the I84 corridor makes the most sense. Or better would be the route up through Idaho, crossing through S.E. WA. and then down to Boardman.	2	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route; See Siting Study Figure 3.1-1, CAP Route S25	3.4 Alternative Routes	NFA	
253	5831	November 19, 2009	LARRY VOTE	The most direct route from source to end user should be the primary concern... Route this thru the populated corridor where it belongs.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
254	5832	November 19, 2009	CINDY THOMAS	Western... Please go back to more urban, developed routes north of us.	2	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route	3.4 Alternative Routes	NFA	

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255	5834	March 3, 2010	YOGI HAGBERG;MELAINE HAGBERG	Central alternative route... If there has to be a route, this is the best one if it can be built above the housing developments ion the west side of Baker Valley. I do not agree with others who think the towers will show up more in the trees. The right-a-way tree cutting and the towers themselves should be all but invisible with the backdrop of trees that are left. This route also has a good mix of public and private land.	1	30	Routing	See Siting Study Figure 3.4-6, Central Route	3.4 Alternative Routes	NFA	
256	5835	March 3, 2010	YOGI HAGBERG;MELAINE HAGBERG	Route C-3 around Baker (to the west of I-84).	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C3	3.4 Alternative Routes	NFA	
262	5853	January 19, 2010	CATHERINE MILLER	There is an established utility corridor following the I-84 that is much better suited to the Idaho Power project. It is the least costly, more direct route. The established corridor is also the least destructive to private property owners and the wilderness areas left in Oregon.	4	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route; supports Eastern Route	3.4 Alternative Routes	NFA	
263	5854	January 19, 2010	LARRY MCCOY	Using the established utility corridor following I-84 corridor is by far the most direct, least costly and least destructive to private property owners.	3	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route; supports Eastern Route	3.4 Alternative Routes	NFA	
265	5860	February 4, 2010	BRYAN VOGT	siting the IPC Project along the initial proposed route following the I-84 corridor, as long as this is done in a manner that does not negatively impact high value agricultural land or other areas of resource concern.	14	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route; supports Eastern Route	3.4 Alternative Routes	NFA	
266	5862	May 25, 2010	KAREN COULTER	better to avoid all these impacts through greater energy conservation... we need to be conserving energy and reducing existing power use, not building infrastructure for allowing more energy use.	2	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
267	5862	May 25, 2010	KAREN COULTER	if new transmission lines go through, you should try to reduce impacts further than is now the case with the eastern route – esp. no crossing of special status streams and proposed wilderness study areas and sage grouse lek buffer areas, close cooperation with affected farmers.	3	30	Routing	See Siting Study Figure 3.4-6, Eastern Route	2 Apprroach to Siting; 3.4 Alternative Routes	NFA	Reducing/ mitigating potential impacts of the proposed transmission facilities is an ongoing process and will be addressed by Idaho Power, BLM, the Forest Sevice, ODOE, and other federal, state and local agencies in the NEPA and EFSC processes to minimize environmental impact to the resources in the area crossed by the Proposed Route.
268	5863	March 9, 2010	JOHN FAW	I still do not see why this cannot stay on the east side of the Snake River as that is the largest service area and where the power will be needed the most.	3	30	Routing	See Siting Study Figure 3.3.14-1 Snake River Valley Region	3.3.14 Snake River Valley Region	NFA	
270	5865	May 25, 2010	SUE GILLILAN	the route should be in a majority of the state of Idaho but realize that is "off the table" in I.P. thoughts.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S25, C13	1.2 Project Overview; 3.4 Alternative Routes	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
271	5866	November 19, 2009	CHLOE HUGHES	The power transmission line needs to go through the I-84 corridor, not Grant County.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route; supports Eastern Route	3.4 Alternative Routes	NFA	
272	5867	November 19, 2009	JUSTIN DEJAGER	The only place this line makes sense is close to the interstate and close to where existing lines are already located.	11	30	Routing	See Siting Study Figure 3.1-1, CAP Route C18	3.4 Alternative Routes	NFA	
274	5872	March 17, 2010	RICHARD NAUMANN	when Louis and Clark were navigating the Columbia River over 200 years ago is unconscionable. The captive reality is that the I-84 corridor is already environmentally "spoiled", and that is harbors both a major highway and existing power grid and supports energy and transportation needs of the general public utilizing it makes a solid argument that the same public whose objections inspired IP to look west are the folks benefiting.	3	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route; supports Eastern Route	3.4 Alternative Routes	NFA	
275	5875	March 19, 2010	KATHRYN KLOSKE	The I-84 corridor is the most logical route for this structure. The path is already developed.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route; supports Eastern Route	3.4 Alternative Routes	NFA	

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277	5877	March 22, 2010	RICHARD BAUMANN	Idaho Power has to be captive to the facts: the 1-84 corridor is already host to a major highway and existing power transmission lines, and additionally, those using the corridor for travel are the same folks who benefit from the power and transportation grids.	5	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route; supports Eastern Route	3.4 Alternative Routes	NFA	
278	5878	March 24, 2010	ADELE CERNY;ANNE TERESE CERNY	The IRP suggests the installation of solar and wind units built near existing facilities to minimize the need for additional transmission lines. Upgrading existing power lines would be a wiser use of resources, as would solar and wind installations, both company and privately owned. Continuing to develop localized resources will minimize transmission needs. Conservation and energy efficient construction is an area that your IRP is severely lacking. Idaho Power is currently building a power plant in Mountain Home, Idaho. It would make more sense to increase the size to this facility, as well as build additional solar units and wind turbines in that area. This environmentally sound action would eliminate the need for transmission line through a pristine area of the Northwest.	2	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
279	5878	March 24, 2010	ADELE CERNY;ANNE TERESE CERNY	The obvious solution is to locate the energy source in close proximity to the energy need; and not traverse hundreds of miles across country.	20	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
280	5878	March 24, 2010	ADELE CERNY;ANNE TERESE CERNY	it is evident that a number of solutions exist that would: a) be cheaper in the long run b) utilize pre-existing right-of-ways c) preserve the economies and sustain the communities that otherwise would be negatively impacted by the current proposal d) preserve and respect the land. e) would coalesce with new green technologies	24	30	Energy	NA	1.2 Project Overview; 2 Approach to Siting	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
281	5880	March 25, 2010	THOMAS STECK	Grant County... The route that seems to make the most sense is along the 1-84 corridor. Consider the ease of building and maintenance that the 1-84 route offers opposed to transiting pristine areas of Grant County that do not offer any collateral infrastructural support.	5	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route; supports Eastern Route	3.4 Alternative Routes	NFA	
291	5900	September 30, 2009	KEN TERAMURA	Preferencedoes not affect farming. Do not want S17I 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.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S17	3.3.14 Snake River Valley Region	NFA	
293	5904	July 20, 2010	DAVE FREEMAN	Why don't you build an atomic plant where the power is needed!	1	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
300	5911	September 30, 2009	ROBERTA TRENKEL	It will go on the Idaho side and benefit the Idaho users.	2	30	Routing	See Siting Study Figure 3.1-1, CAP Route S13, S6	2 Approach to Siting	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
301	5912	September 30, 2009	ANNE CORRIGALL	preferable because it avoids most Malheur County farmland and can be tied easily into an energy loop around the Treasure Valley.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes S13, S6; C9,S18,S19, S20, S21	2 Approach to Siting; 3.4 Alternative Routes	NFA	
302	5913	September 30, 2009	ROGER CORRIGALL	I prefer route... 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.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Routes S13, S6; C9,S18,S19, S20, S21,S23	2 Approach to Siting; 3.4 Alternative Routes	NFA	
308	5923	September 30, 2009	ALICE HANSEN-URE	If Idaho uses the most power than Malheur County then it should be on Idaho lands.	3	30	Routing	See Siting Study Figure 3.1-1, CAP Route S23,C9, S18, S13,,S19, S21	2 Approach to Siting	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
309	5928	January 19, 2010	LEON SKILES	GR proposed by Judge Webb. Would prefer the route up I-84. But if you must have one through Grant County use GR.	1	30	Routing	See Siting Study Figure 3.1-1 and Figure 3.4-6, CAP Routes G1,G2, G3 and support Eastern Route	3.4 Alternative Routes	NFA	
310	5929	January 19, 2010	FRANK SILVA	wants you to go back to the I-84 Route, and stay out of Grant County.	1	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	

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311	5938	January 19, 2010	LARRY MCCOY	The I-84 corridor makes the best sense – it follows the most direct, flat and buildable route.	1	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	
312	5941	January 19, 2010	DOUG HIGHLAND	I back the line that closely follows the I-84 corridor.	1	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	
316	5948	December 8, 2009	RICK MENDIVE;WANETA MENDIVE	we would like to see power primarily for Idaho located in Idaho	2	30	Routing	See Siting Study Figure 3.1-1, CAP Route S6, S17, S18	2 Approach to Siting	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
318	5953	December 8, 2009	JERRY HOAGLAND	Just to make sure the Hemingway to the Oregon state line is south of the existing Pacific Corp line and... a pivot on the south side of the Pacific Corp northwest of Jump Creek ACEC.	1	30	Routing	See Siting Study Figure 3.3.14-1 Snake River Valley Region, Segment XX	3.4 Alternative Routes	NFA	There does not appear to be any impacts to any pivots east of the OR/ID state line and northwest of Jump Creek ACEC.
322	5959	July 28, 2009	CLINTON KENNINGTON ;PATRICIA KENNINGTON	when the question was asked, how a spur line might join B2H with a possible Sand Hollow substation built at a later date, the answer from Idaho Power was that it would go from Boardman south through Idaho counties. This should be a current option.	1	30	Routing	NA	NA	NFA	The Sand Hollow Substation is no longer part of the Boardman to Hemingway project.
324	5971	August 26, 2009	HERBERT C MITCHELL;MICHAEL RUNYON	Provide opportunity for direct D.C. solar or AC solar turbines --- arch. We would consider allocating land + providing R + D + testing of elect. powered vehicles.	5	30	General	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
328	5974	August 27, 2009	PAT TRENKEL	Our preferred route is in Idaho as this alternative would be most likely to preserve our farmland and home, there would also be less chance of having to go through this time-consuming procedure again should Oregon's EFU laws come into play, or should Idaho Power decide they need another route to connect Idaho to an Oregon route, A secondary alternative would be Jean Findley's route near Buchanan.	4	30	Routing	See Siting Study Figure 3.1-1,	3.3.14 Snake River Valley Region	NFA	
330	5981	August 27, 2009	PATRICIA PHILLIPS	Why can't this line go from Baker Co into Idaho	1	30	Routing	See Siting Study Figure 3.3.1	3.3.14 Snake River Valley Region	NFA	
333	5986	March 26, 2010	RICHARD HAINES;LINDA HAINES	CENTRAL...I feel the most appropriate corridor that should be considered is the existing right of way through the Baker Valley that I understand Idaho Power has legal right to. While there are issues with this right of way, I would suggest that energy be applied to effective mitigation of those concerns.	10	30	Routing	See Siting Study Figure 3.4-6, oppose Central Route	3.4 Alternative Routes	NFA	
334	5987	March 25, 2010	MARK BAGETT	If a transmission line must be erected through eastern Oregon, the Aldrich Mountains Working Group challenges Idaho Power to select the route with the fewest ecological consequences— preferably within a corridor already impacted by (and being mitigated for) development.	10	30	N	See Siting Study Figure 3.4-6, oppose Western Route	2 Approach to Siting; 3.4 Alternative Routes	NFA	
335	5988	March 24, 2010	ROBERT STEWART	WESTERN...The use of the existing establsiher corridor in the north section of the line would be one of the best draws for that route	8	30	Routing	See Siting Study Figure 3.4-6, oppose Western Route, support Eastern Route	2 Approach to Siting; 3.4 Alternative Routes	NFA	
337	5988	March 24, 2010	ROBERT STEWART	WESTERN...Idaho Power needs to look at the newer smaller nuclear power plant technology being designed by Babcock and Wilcox. By placing these small units that are the size of railroad cars next to high demand customers they will reduce powerline building costs, enviromental mitigations, private land owner litigation, and public anger at visual objections. Recyling the spent waste into new fuel rods could also cut costs	7	30	Energy		1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
339	5992	October 21, 2009	ADELE CERNY	WESTERN...Let's concentrate unsightliness in areas of existing transmission paths & piggback on them. The Idaho Power rep. explained that he believed that is not a good option becaue if one transmission was impacted by snow, fire, or windstorms. It is unlikely that both would fail. 2) Site along major highways and cities; eg I-84	5	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	2 Approach to Siting; 3.4 Alternative Routes	NFA	

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340	5996	January 7, 2010	JEFF JOHNSON	If the Sand Hollow substation drives part of the route in Oregon (for example, if it precludes following the existing PPL line to the south of Malheur valley) then the application must demonstrate that the substation is essential to the project and cannot be relocated someplace that allows avoidance of the EFU zone in Malheur County."	2	30	Routing	See Siting Study Figure 3.1-1, opposes CAP Route S18; supports H7, H8, S19	3.3.14 Snake River Valley Region	NFA	The Sand Hollow Substation is no longer part of the Boardman to Hemingway project.
343	5999	March 27, 2010	JAN BAUER;NEIL BAUER	WESTERN...Idaho has wind. Well then, take your trans Oregon investment dollars and invest them into windmill power units and put them and your electrical monsters on your own residents' properties.	1	30	Energy	See Siting Study Figure 3.4-6, opposes Western Route	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
345	6002	October 21, 2009	JIM HAMMETT	Use existing transportation and transmission corridors. I-84 is the logical location for this line. There may be short deviations to avoid critical areas, but that general corridor should be used.	4	30	Routing	See Siting Study Figure 3.4-6, support Eastern Route	3.4 Alternative Routes	NFA	
346	6003	March 2, 2010	MARILYN ALLEN	If there must be a transmission line I would suggest the I-84 corridor.	5	30	Routing	See Siting Study Figure 3.4-6, support Eastern Route	3.4 Alternative Routes	NFA	
351	6021	October 21, 2009	CHRIS BECKER	Use existing corridors, where highways and power lines already exist, or at least areas that are less pristine	2	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9, C6	2 Approach to Siting; 3 Siting	NFA	
352	6027	August 12, 2009	TERRY GIRT	Why not follow existing routes with a 230 kV line and work on gas fired generators closer to the projected need areas (Boise)?	3	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
356	6031	August 26, 2009	ELIAS D JACA	Keep it south of the existing PPL line.	2	30	Routing	See Siting Study Appendix E, Maps 51-55, Proposed Route and Alternative Routes	4.1 Proposed Route Description by County	NFA	
357	6032	August 26, 2009	INEZ L. JACA	Keep the line off Private Property Keep the line South of PPL.	2	30	Routing	See Siting Study Appendix E, Maps 51-55, Proposed Route and Alternative Routes	4.1 Proposed Route Description by County	NFA	
367	6045	September 27, 2009	DELBERT STAFFORD	Probably best route would be west of Vale on BLM land	4	30	Routing	See Siting Study Figure 3.3-1	3 Siting	NFA	
382	6065	September 27, 2009	GARY BOOR	Use one of Stop Idaho Power suggested routes.	2	30	Routing	See Siting Study Figure 3.1-1, CAP Routes	3 Siting	NFA	
385	6068	September 27, 2009	BRUCE PENN	All for energy use in Idaho. I think this route should run through Idaho + not Malheur County...Route from Baker Co into Idaho. We need an Idaho route - they will benefit the most	2	30	Routing	See Siting Study Figure 3.1-1, CAP Route S6	3.3.14 Snake River Valley Region	NFA	
388	6070	August 25, 2009	CLAYTON WHEELER	Build nucular plants close to high use areas	2	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
391	6073	August 25, 2009	EDWARD TSCHIDA	Why wait one year too build that electric plant at Langley Gulch if Boise needs more power for growth why not boild another gas fired plant south of Boise the Snake River is right there for water	1	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
423	6120	August 25, 2009	DOROTHY E BIVINS	BLM land that lies east of the Nu Acres area - on up to the Wwsel area and then cross the river animal life on the expanse of BLM land can more easily be avoided and protected than human life scattered in a random manner around the Nu Acres area.	4	30	Routing	See Siting Study Figure 3.1-1, CAP Route S6, S13	3.3.14 Snake River Valley Region	NFA	
426	6123	October 21, 2009	ROD KUHN	(Western)... follow the I-84 route where there is already plenty of development.	2	30	Routing	See Siting Study Figure 3.4-6, supports Eastern Route	3.4 Alternative Routes	NFA	
428	6128	August 13, 2009	KRIS KELLER;GORDON D. RUMMOND	Transporting power this far is rediculious. How about thinking of power producers that can live in Idaho country? Put up windmills...I know there is wind	4	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
430	6130	August 13, 2009	LYNDA DELORE	conservation could provide 85% of power-possibly personal elec. Generation-smaller windmill generation personal elec. Solar- Also education of general public in conserving our resources...If the studies by NW Power & Conservation are acted upon would there still be a need for the transmition line.	1	30	General	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.

Original Seq. Cmt. No.	Comments in Response to Community Advisory Process						Comment Type	Accounted for in IPC CAP Siting Study		EIS Recommendation	Comment
	CAP Letter Number	Date CAP Letter Received	Commenter	Comment	CAP Letter Comment Number	CAP Comment Category	*Routing, Structure, Energy, General*	Associated With Route Identified Below	Further Discussion in Siting Study Section(s) Identified Below		
431	6130	August 13, 2009	LYNDA DELORE	Maybe tax incentives for conservation ideas-. Channel time, effort, money towards education toward conservation.	4	30	General	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
432	6131	August 13, 2009	LAUNA G FRAHM;RODERICK FRAHM;JOHN B MILBERT	Go south of Adrian + you can go through BLM in the desert...there is plenty of arid ground in Eastern Oregon that is not useful or populated.	2	30	Routing	NA	2 Approach to Siting; 4.1 Proposed Route Description by County	NFA	
433	6131	August 13, 2009	LAUNA G FRAHM;RODERICK FRAHM;JOHN B MILBERT	have property owners use more solar + the need for .5 growth will stabilize. Since air conditioning is a big problem - we know there is plenty of sun light to draw from in the summer.	4	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
434	6132	October 21, 2009	CHARLIE O'RORKE;JANICE O'RORKE	My suggestion is that it into S. Washington and over and down into Idaho. After all it is to benefit Boise and Idaho communities	3	30	Routing	See Siting Study Figure 3.1-1, CAP Route S25 and C13	3.4 Alternative Routes	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
436	6137	September 3, 2010	DONALD BECK	There needs to be more enfaces on locally produced green energy thereby eliminating the waste created by the loss of energy along the route of high voltage power lines...Therefore every effort should be on locally produced energy....Where is the Green we all here about or conservation and efficiency when it comes down to reality?	8	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
438	6141	October 21, 2009	JERRY EBELTOFT	Then there is the concern about conservation as a real possibility instead of expanding the grid - has this really been looked at?	2	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
440	6141	October 21, 2009	JERRY EBELTOFT	Another possible for the Baker area would be to follow the Power River from North Power south to Hwy 86 and then cut back to I-84 and continue (there are no trees to deal with in this area).	4	30	Routing	NA	2 Approach to Siting	NFA	Siting a transmission line adjacent to a river is not a recommend siting approach. Operation and maintenance of the line would have substantial impact on the quality and habitat surrounding the river. Additionally, a 10 mile segment of the Powder River between North Powder and Highway 86 is designated a Wild and Scenic River, which is a protected area. Much of this Wild and Scenic Designation is also classified as an Area of Critical Environmental Concern, an exclusion area under EFSC regulations. Also, this region (east of the existing 230kV line between North Powder and Highway 86) is prime Sage-grouse habitat and 2-mile lek buffers (exclusion areas under EFSC regulations) are prevalent.
441	6142	January 13, 2010	ROBERT STEWART	Upgrade existing power grid down I-84 with substation at end	8	30	Routing	See Siting Study Figure 3.4-6, support Eastern Route	3.4 Alternative Routes	NFA	
444	6144	August 26, 2009	ROBBIN ANDERSON	Look at smaller energy producing facilities closer to your projected needs.	4	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
449	6149	August 13, 2009	DAVID WILDMAN	efficiency needs to be improved by the consumers.	3	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
455	6156	October 21, 2009	EVA HARRIS	I would like to see more study done on the concept of developing more localized power generation and using existing local distribution lines, thus reducing the need for such large distribution lines.	1	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.

Original Seq. Cmt. No.	Comments in Response to Community Advisory Process						Comment Type	Accounted for in IPC CAP Siting Study		EIS Recommendation	Comment
	CAP Letter Number	Date CAP Letter Received	Commenter	Comment	CAP Letter Comment Number	CAP Comment Category	*Routing, Structure, Energy, General*	Associated With Route Identified Below	Further Discussion in Siting Study Section(s) Identified Below		
458	6158	October 21, 2009	MARGARET COREY	innovative conservation and potential local energy strategies are implemented...Put these billion and brain resources into: recycling entire Idaho area affeted (as a new world demo project) into a "state of the art" hi tech irrigation and air conditioning/tree and street and roof landscape design project...i.e. conserve, rethink, redesign our systems - rethink how we spend our collectively hard earned billions for the future.	1	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
462	6166	July 29, 2009	NANCY PEYRON	Should be discussing alternative energy besides huge towers & 500kV power lines. - This is important & should be added, technology is catching up	1	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
465	6173	October 29, 2009	S. RUSS	[Western route] If need is due to increased computer use large TV sets perhaps the need for more power could be offset by consumer reduction in demand.	2	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	1.2 Project Overview; 3.4 Alternative Routes	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
466	6175	August 13, 2009	MARY MCCRACKEN	I support investments in conservation, local generation & less long distance major transmission. Power loss en rute is massive. I feel this is outdated technology. *Especially not thro public lands or critial habitat & corridors. Summer increased demand? Local solar!	1	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
467	6176	October 21, 2009	SUE PORTER	The I-84 corridor is clearly the logical, practical choice for citing this line. The freeway and attendant building and development have already established the infrastructure for building and maintaining a new transmission line. The impact on private and protected lands has already taken place.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
471	6189	May 25, 2010	CHLOE HUGHES	An alternative to running the line along the flanks of Aldrich Mt (high construction difficulty, in full view from the “Journey through time” Scenic Byway for 10 to 13 miles) Bring the line south then east. It could reconnect to the Western Route.	1	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
473	6204	November 19, 2009	SHARILYN COXEN	Please use I84 corridor or NE corner of OR.	1	30	Routing	See Siting Study Figure 3.4-6, oppose Western Route, support Eastern Route	3.4 Alternative Routes	NFA	
478	6228	July 15, 2010	KEITH GREEN	Map # 11 Parcel number(s) RP02N05W161801A, RP02N05W161802A Move line further south to avoid private property.	1	30	Routing	See Siting Study Appendix E, Maps 51-52, Proposed Route MP 281-283	NA	NFA	IPC's 12-6 Proposed Route has been moved south onto BLM land where possible
479	6231	January 19, 2010	RALPH MILLER	Using the established utility corridor following I-84 corridor	3	30	Routing	See Siting Study Figure 3.4-6, opposes Western Route, supports Eastern Route	3.4 Alternative Routes	NFA	
481	6235	September 30, 2009	BILL CLARICH	Boardman to Burns on existing 500 kv from first service roads to John Day Hwy	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route C9, C18, S96, S23	3.3.9 Southwest Region	NFA	
488	6258	June 4, 2009	DONI CLAIR	What are your concerns about siting the Boardman to Hemingway transmission line?... Instead of ""building plants"" help to finance private ""green"" energy - solar, wind, low velocity hydro	4	30	Energy	NA	1.2 Project Overview	NFA	Does not meet Project Purpose and Need, see Section 2 of POD.
496	6264	September 30, 2009	JOHN LAX	You also could go further east towards Elmore County so you wouldn’t have view shed problems in the Boise area.	1	30	Routing	See Siting Study Figure 3.1-1, CAP Route S13	3.4 Alternative Routes	NFA	

APPENDIX C
Landowner and Engineering Changes between 2010 and 2012 Proposed and Alternative Routes

Table C-1. Proposed and Alternative Route Adjustments

Map Label ID	Map Number Reference from Appendix C	Approximate Milepost Location relative to 2012 Proposed and Alternative Routes	IPC Route Change Description	IPC Basis for Route Change
1	Map 1	Grassland Substation – Proposed Route MP 8.8	Proposed Route shifted north to follow Boardman to Slatt Existing Line	Avoids crossing north edge of The Nature Conservancy with Washington Ground Squirrel (WAGS) colonies
2	Map 1	Proposed Route MP 6.5	Added Horn Butte Substation as Potential Project termination and interconnection to Boardman to Slatt existing transmission line	Shortens overall length of transmission line and avoids WAGS colonies
3	Map 1	Proposed Route MP 6.5 – 34.1	Added Horn Butte Alternative	Connect to Alternative Substation
4	Map 1	Proposed Route MP 12-18	Shifted Proposed Route to stay closer to Property Boundary/TNC Boundary	Adjusted route per landowner discussion
5	Map 1	Proposed Route MP 20-23	Shifted Proposed Route to stay on Property Boundary	Adjusted route per landowner discussion
6	Map 1	Proposed Route MP 33.5-39	Proposed Route Centerline Adjustment	Landowner request to shift around proposed wind turbines
7	Map 1-2	Proposed Route MP 39-43	Proposed Route Centerline Adjustment	Avoid Pivot Irrigation; Property line offset adjustments; Maximize structure offset distances, tower spotting analysis/engineering assessment to improve constructability
8	Map 1-2	Grassland Substation - Proposed Route MP 56.5	Eliminated Segment of 2010 Proposed Route (Northern Approach to Grassland Substation)	2011 surveys identified potential effects to WAGS colonies; alternative Longhorn Substation would preclude need to have a northern route to the proposed Grassland Substation
9	Map 1	Longhorn Alternative MP 0	Added Longhorn Substation as Potential Project termination and interconnection to Slatt to McNary existing transmission line	Alternative Longhorn Substation would preclude need to have a northern route to the proposed Grassland Substation
10	Map 1	Longhorn Alternative MP 0-18.4	Added Longhorn Alternative	Connect to Alternative Substation
11	Map 2	Proposed Route MP 44-50	Proposed Route Centerline Adjustment	Engineering assessment to improve constructability
12	Map 2	Proposed Route MP 51-56.5	Shifted Proposed Route to stay on north side of Slusher Canyon	Avoids crossing Slusher Canyon twice and stream crossings
13	Map 2	Proposed Route MP 63-67	Proposed Route Centerline Adjustment	Engineering assessment to improve constructability
14	Map 2	Proposed Route MP 68-70	Proposed Route Centerline Adjustment	Engineering assessment to improve constructability
15	Map 2	Proposed Route MP 74-76	Proposed Route Centerline Adjustment	Engineering assessment to improve constructability
16	Map 2-3	Proposed Route MP 78-85	Shifted Proposed Route South	Landowner request to avoid homes, avoids difficult terrain, less access roads, avoids access off of Indian Reservation
17	Map 3	Proposed Route MP 86-91	Shifted Proposed Route North	Adjusted to avoid canyon crossings
18	Map 3	Proposed Route MP 93-96.5	Proposed Route Centerline Adjustment	Better use of existing access roads, engineering assessment to improve constructability

Table C-1. Proposed and Alternative Route Adjustments (continued)

Map Label ID	Map Number Reference from Appendix C	Approximate Milepost Location relative to 2012 Proposed and Alternative Routes	IPC Route Change Description	IPC Basis for Route Change
19	Map 3	Proposed Route MP 100-103	Proposed Route Centerline Adjustment	Avoid State Park, engineering assessment to improve tower locations
20	Map 3	Proposed Route MP 106-108.5	Proposed Route Centerline Adjustment	Adjust alignment to follow WECC offset criteria from existing lines
21	Map 3	Proposed Route MP 109-116	Proposed Route shifted east ~3 miles	Adjusted line route to follow existing BPA line route and utilize existing access roads per landowner request, avoid adding access roads in timbered areas
22	Map 3-4	Glass Hill MP 5 – Proposed MP 124	Eliminated portion of Glass Hill Alternative	Difficult terrain forced alternative to tie back into Proposed Route at earlier point
23	Map 3-4	Proposed Route MP 116-126	Shifted Proposed Route Southwest	Avoid OSU Research Forest, adjusted per landowner discussions, difficult terrain, engineering assessment to improve constructability
24	Map 4	Proposed Route MP 126-130	Eliminated Clover Creek Valley Alternative	No environmental advantage to alternative which also requires 2 crossings of existing 230-kV line
25	Map 4	Proposed Route MP 127-128	Proposed Route Centerline Adjustment	Avoid crossing ODOT gravel pit/blasting area
26	Map 4	Proposed Route MP 130-134	Shifted Proposed Route North	landowner request to shift alignment to avoid potential new structure location
27	Map 4-7	Timber Canyon MP 0 - 61.5	Added Timber Canyon Alternative	Agency Alternative
28	Map 5	Proposed Route MP 151-152	Proposed Route Centerline Adjustment	Avoid crossing occupied Sage-grouse lek 2-mile buffers
29	Map 5	Proposed Route MP 154-157	Shifted Proposed Route East	Adjusted route to reduce visibility from NHOTIC
30	Map 5	Proposed Route MP 154-170	Eliminated Virtue Flat Alternative	Alternative could not be sited to avoid occupied Sage-grouse lek 2-mile buffers
31	Map 5	Proposed Route MP 158.5-164	Proposed Route Centerline Adjustment	Engineering assessment to improve constructability
32	Map 5	Proposed Route MP 165-168	Proposed Route Centerline Adjustment	Improve crossing of 69kV and better utilize existing 138kV corridor
33	Map 5	Proposed Route MP 168-170	Shifted Proposed Route South	Landowner request to shift alignment farther from existing residence
34	Map 5	Flagstaff Alternative MP 0 - 14.1	Added Flagstaff Alternative	Agency Alternative
35	Map 6	Proposed Route MP 180-183	Proposed Route Centerline Adjustment	Adjusted per landowner discussion concerning avoidance of natural amphitheater
36	Map 6	Proposed Route MP 186-187.5	Proposed Route Centerline Adjustment	Adjusted route per landowner discussion
37	Map 6	Proposed Route MP 186-191	Eliminated Weatherby Alternative	Difficult terrain, Proposed 138-69kV Rebuild a better option

Table C-1. Proposed and Alternative Route Adjustments (continued)

Map Label ID	Map Number Reference from Appendix C	Approximate Milepost Location relative to 2012 Proposed and Alternative Routes	IPC Route Change Description	IPC Basis for Route Change
38	Map 6	Proposed Route MP 188-194	Added Proposed Double Circuit 138/69kV Rebuild. 500kV line to be built within existing 138kV ROW; existing 138kV and 69kV lines to be rebuilt as double circuit structures in existing 69kV ROW	Difficult terrain
39	Map 6	Burnt River Mountain MP 0 - 16.8	Added Burnt River Mountain Alternative	Agency Alternative
40	Map 7	Proposed Route MP 205.5-216	Shifted Proposed Route North and West	Avoid crossing occupied Sage-grouse lek 2-mile buffers, adjusted per landowner discussions, engineering assessment to improve constructability across canyon
41	Map 7-8	Proposed Route MP 216-229.5	Shifted Proposed Route West	Avoid crossing occupied Sage-grouse lek 2-mile buffer identified in 2011 survey season
42	Map 7-8	Willow Creek Alternative MP 0 - 24.6	Added Willow Creek Alternative	Avoid crossing occupied Trail Gulch Sage-grouse lek 2-mile buffer
43	Map 7-8	Tub Mountain South Alternative MP 0 - 34.7	Added Tub Mountain South Alternative	Agency Alternative
44	Map 8	Proposed Route MP 233-238	Shifted Proposed Route West	Engineering assessment to improve constructability
45	Map 8	Proposed Route MP 238-240	Proposed Route Realignment across Malheur River	Avoid sensitive resource areas, including Golden Eagle nest found during 2011 surveys
46	Map 8-9	Proposed Route MP 240-273	Shifted Proposed Route East	Avoid areas inventoried as having wilderness characteristics, avoid ACEC, follow Vale District Utility Corridor
47	Map 8-9	Malheur S Alternative MP 0 - 33.6	Added Malheur S Alternative	Avoid areas inventoried as having wilderness characteristics, minimizes ACEC crossing
48	Map 8-9	Malheur A Alternative MP 0 - 33.2	Added Malheur A Alternative	Agency Alternative
49	Map 8-9	Double Mountain Alternative MP 0 - 7.4	Added Double Mountain Alternative	Avoid private land/stay on BLM-managed land
50	Map 9	South of Malheur A Alternative MP 19.5-24	Eliminated Owyhee River Below Dam Alternative	Relocation of Proposed Route – no need for alternative
51	Map 10	Proposed Route MP 275-277	Shifted Proposed Route South	Avoid crossing EFU zoned land
52	Map 10	Proposed Route MP 281-285	Shifted Proposed Route South	Avoid private land, follow WECC offset criteria from existing lines
53	Map 10	Proposed Route MP 286-289.5	Shifted Proposed Route North	Idaho Department of Lands request to reduce offset to existing 500-kV line

ACEC – Area of Critical Environmental Concern
BPA – Bonneville Power Administration
EFU – exclusive farm use
IPC – Idaho Power Company
kV – kilovolt
MP – milepost
NHOTIC – National Historic Oregon Trail Interpretive Center
POD – Plan of Development
ROW – right-of-way
TNC – The Nature Conservancy
WECC – Western Electricity Coordinating Council

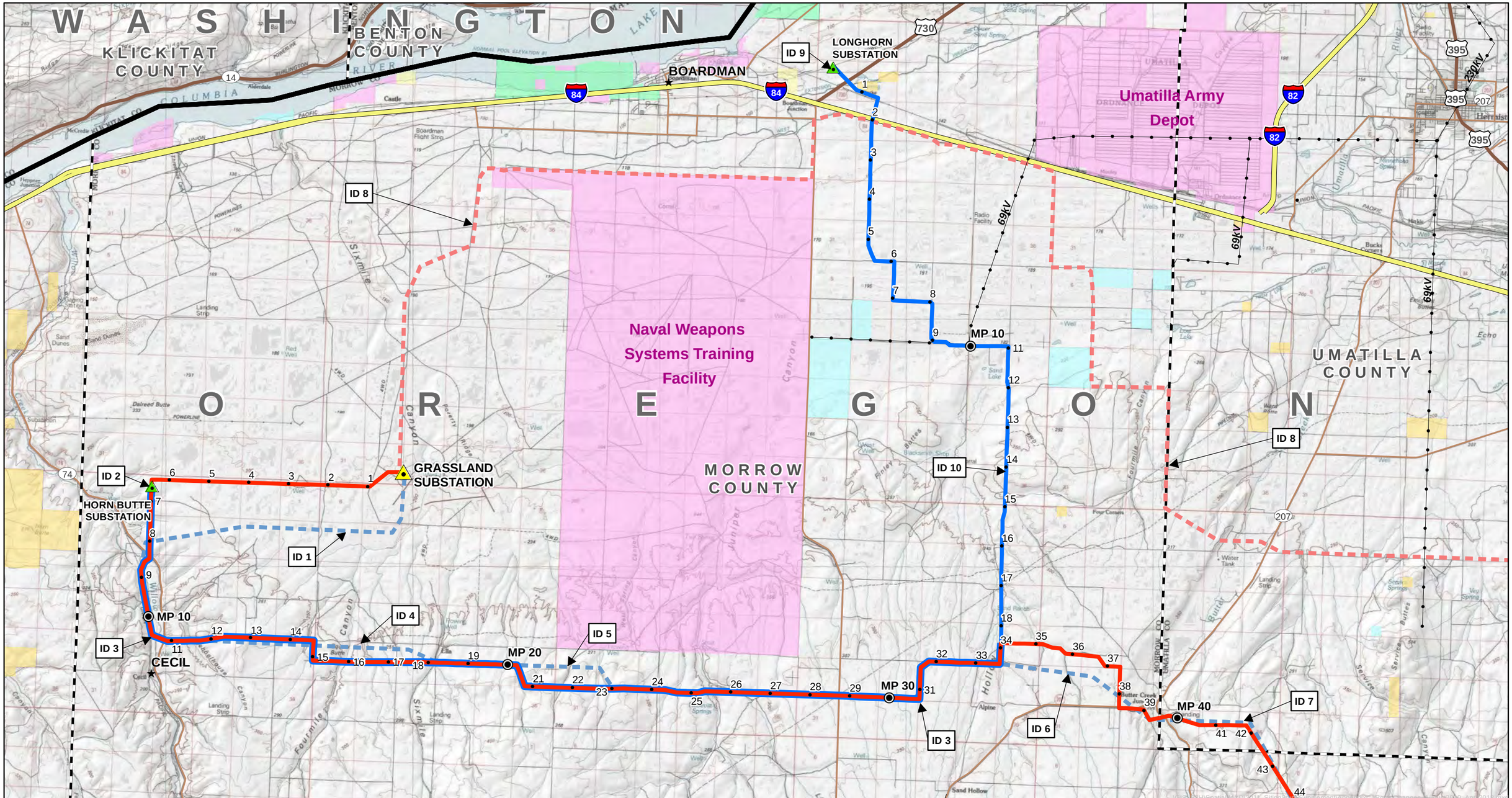


Figure C-1

Route & Substation Changes

2012 Siting Study Supplement Routes vs 2010 Siting Study Routes

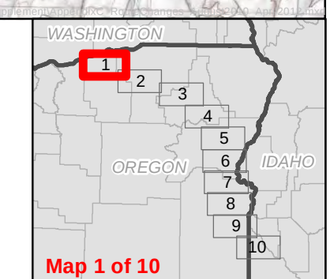
Map 1 of 10

Boardman to Hemingway Transmission Line Project
Oregon - Idaho

June 2012

0 1 2 3
Miles

- 2012 Proposed Route
- 2012 Proposed Rebuild
- 2012 Alternative Route
- 2010 Proposed Route
- 2010 Alternative Route
- 2012 Ten Mile Marker
- 2012 Mile Marker
- Proposed Substation
- Alternative Substation
- Existing Transmission Line
- City/Town
- State Boundary
- County Boundary
- Indian Reservation
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- National Park Service
- Other Federal
- Private
- State
- State Fish & Wildlife/Parks & Rec
- U.S. Fish and Wildlife Service
- U.S. Forest Service



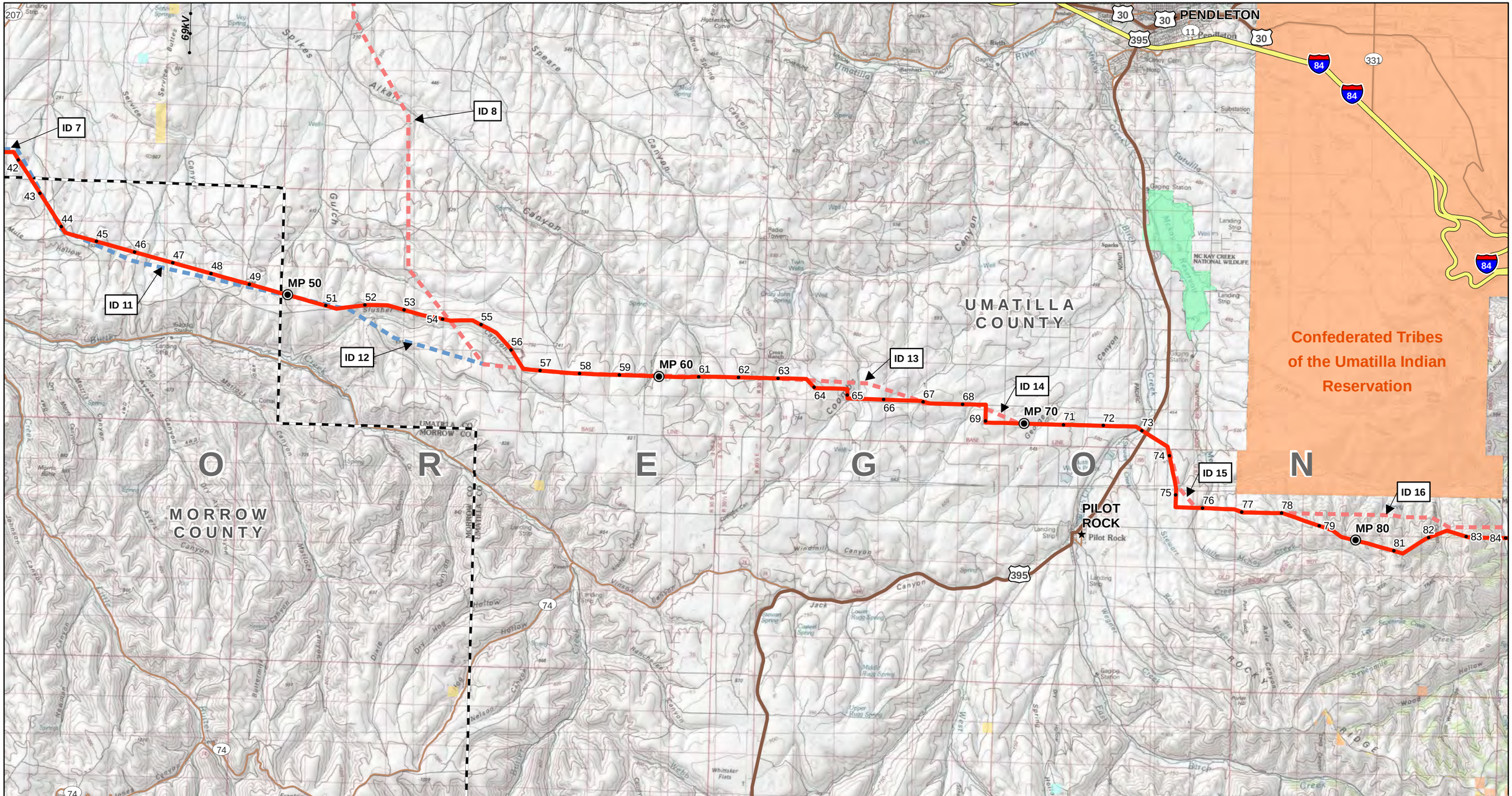


Figure C-2

Route & Substation Changes

2012 Siting Study Supplement Routes vs 2010 Siting Study Routes

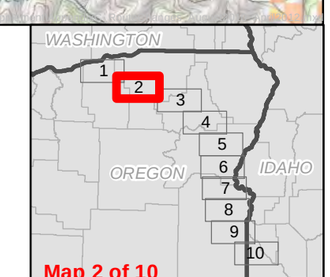
Map 2 of 10

Boardman to Hemingway Transmission Line Project
Oregon - Idaho

June 2012

0 1 2 3
Miles

- 2012 Proposed Route
- 2012 Proposed Rebuild
- 2012 Alternative Route
- 2010 Proposed Route
- 2010 Alternative Route
- 2012 Ten Mile Marker
- 2012 Mile Marker
- Proposed Substation
- Alternative Substation
- Existing Transmission Line
- City/Town
- State Boundary
- County Boundary
- Indian Reservation
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- National Park Service
- Other Federal
- Private
- State
- State Fish & Wildlife/Parks & Rec
- U.S. Fish and Wildlife Service
- U.S. Forest Service



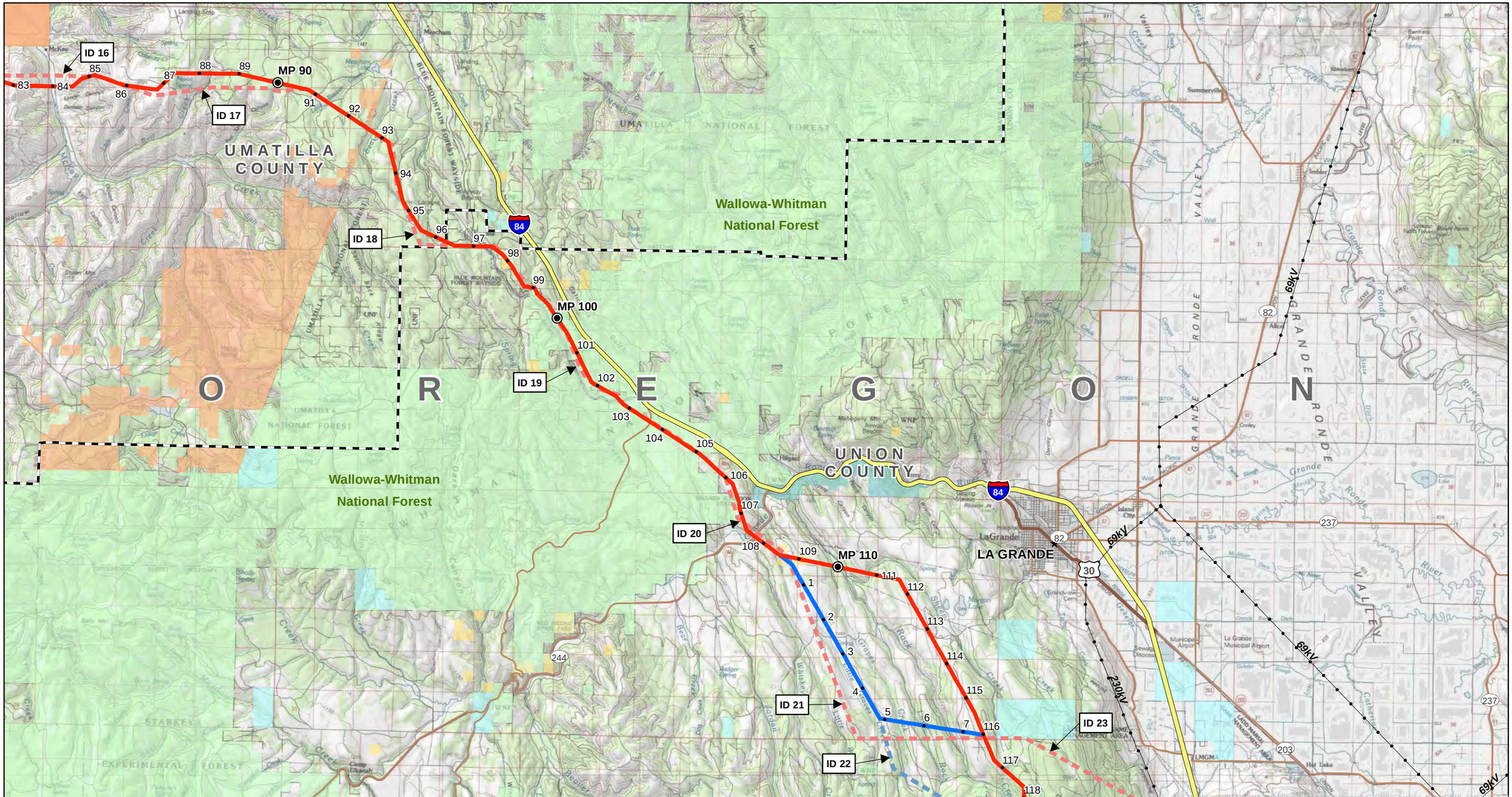


Figure C-3

Route & Substation Changes

2012 Siting Study Supplement Routes vs 2010 Siting Study Routes

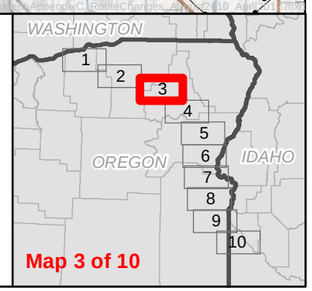
Map 3 of 10

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

0 1 2 3
Miles

- 2012 Proposed Route
- 2012 Proposed Rebuild
- 2012 Alternative Route
- 2010 Proposed Route
- 2010 Alternative Route
- 2012 Ten Mile Marker
- 2012 Mile Marker
- Proposed Substation
- Alternative Substation
- Existing Transmission Line
- City/Town
- State Boundary
- County Boundary
- Indian Reservation
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- National Park Service
- Other Federal
- Private
- State
- State Fish & Wildlife/Parks & Rec
- U.S. Fish and Wildlife Service
- U.S. Forest Service



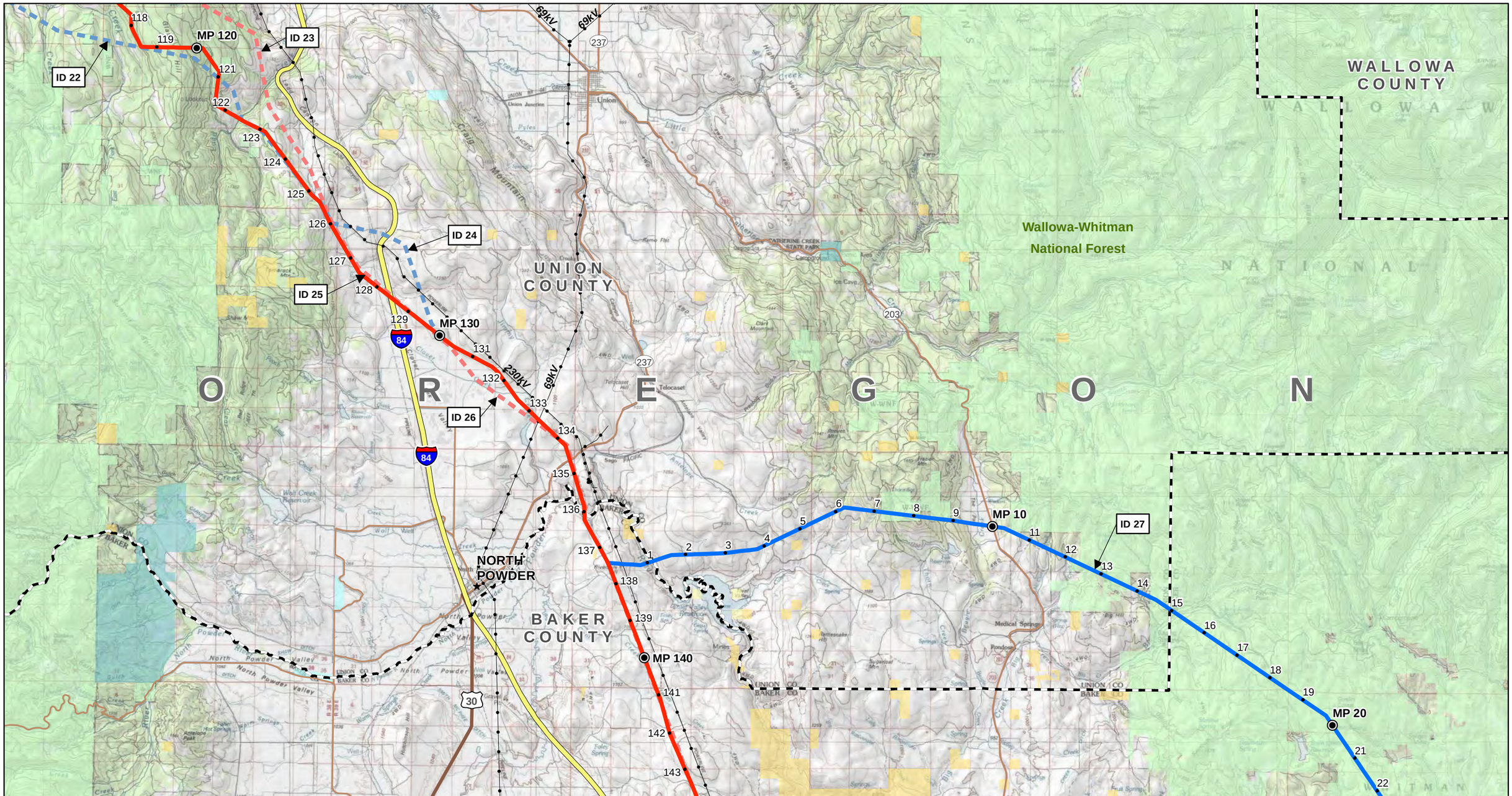


Figure C-4

Route & Substation Changes

2012 Siting Study Supplement Routes vs 2010 Siting Study Routes

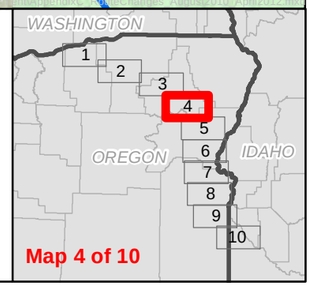
Map 4 of 10

Boardman to Hemingway Transmission Line Project
Oregon - Idaho

June 2012

0 1 2 3
Miles

- 2012 Proposed Route
- 2012 Proposed Rebuild
- 2012 Alternative Route
- 2010 Proposed Route
- 2010 Alternative Route
- 2012 Ten Mile Marker
- 2012 Mile Marker
- Proposed Substation
- Alternative Substation
- Existing Transmission Line
- City/Town
- State Boundary
- County Boundary
- Indian Reservation
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- National Park Service
- Other Federal
- Private
- State
- State Fish & Wildlife/Parks & Rec
- U.S. Fish and Wildlife Service
- U.S. Forest Service



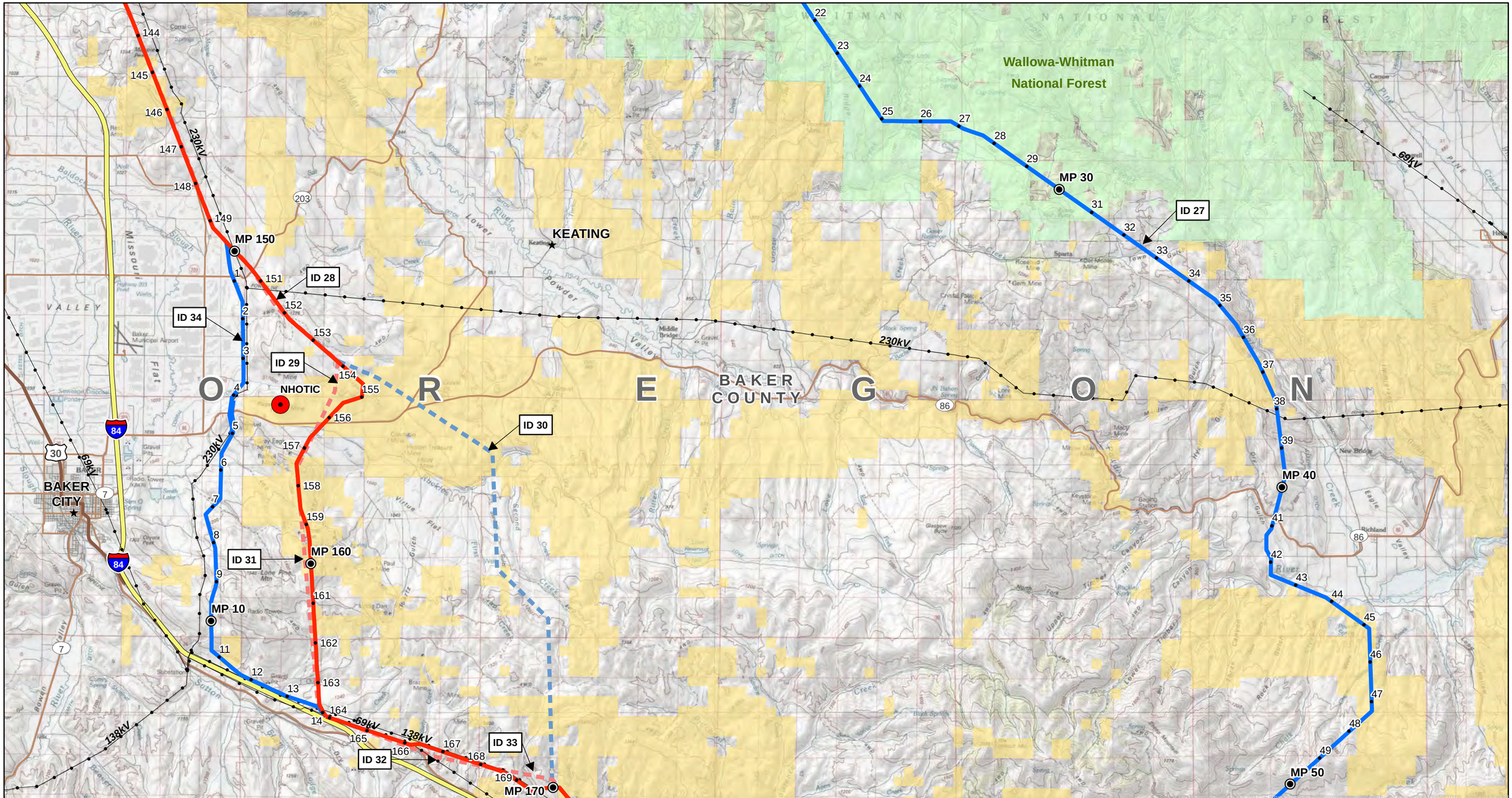


Figure C-5

Route & Substation Changes

2012 Siting Study Supplement Routes vs 2010 Siting Study Routes

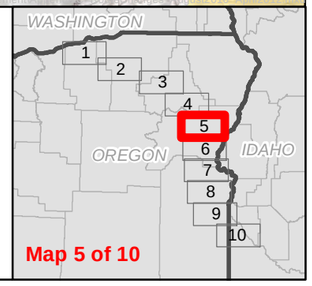
Map 5 of 10

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

0 1 2 3
Miles

- 2012 Proposed Route
- 2012 Proposed Rebuild
- 2012 Alternative Route
- 2010 Proposed Route
- 2010 Alternative Route
- 2012 Ten Mile Marker
- 2012 Mile Marker
- Proposed Substation
- Alternative Substation
- Existing Transmission Line
- City/Town
- State Boundary
- County Boundary
- Indian Reservation
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- National Park Service
- Other Federal
- Private
- State
- State Fish & Wildlife/Parks & Rec
- U.S. Fish and Wildlife Service
- U.S. Forest Service



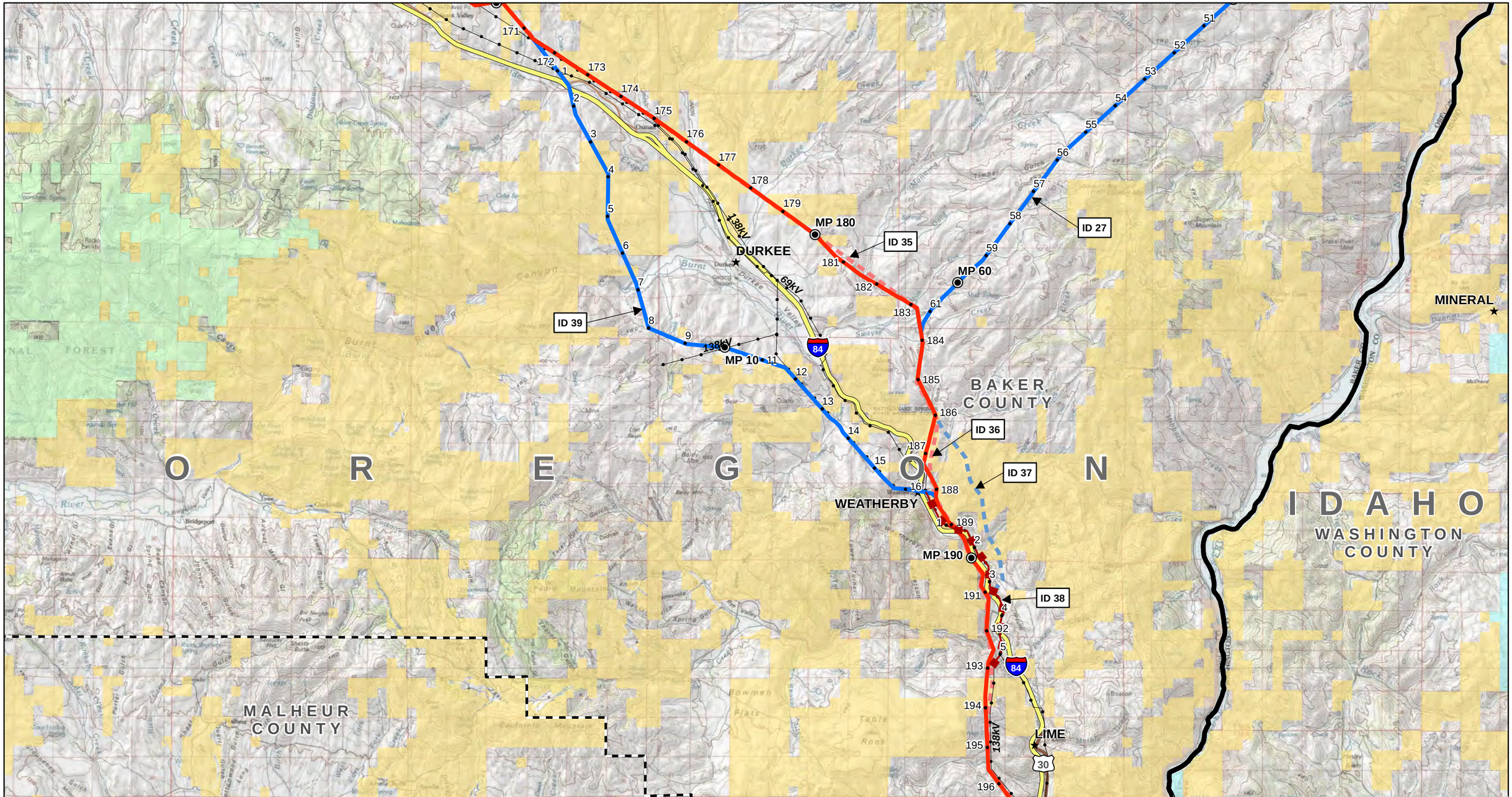


Figure C-6

Route & Substation Changes

2012 Siting Study Supplement Routes vs 2010 Siting Study Routes

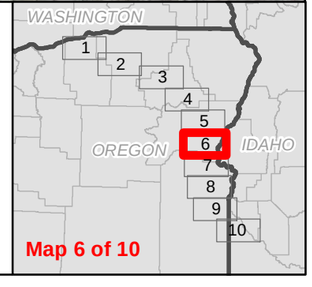
Map 6 of 10

Boardman to Hemingway Transmission Line Project
Oregon - Idaho

June 2012

0 1 2 3
Miles

- 2012 Proposed Route
- 2012 Proposed Rebuild
- 2012 Alternative Route
- 2010 Proposed Route
- 2010 Alternative Route
- 2012 Ten Mile Marker
- 2012 Mile Marker
- Proposed Substation
- Alternative Substation
- Existing Transmission Line
- City/Town
- State Boundary
- County Boundary
- Indian Reservation
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- National Park Service
- Other Federal
- Private
- State
- State Fish & Wildlife/Parks & Rec
- U.S. Fish and Wildlife Service
- U.S. Forest Service



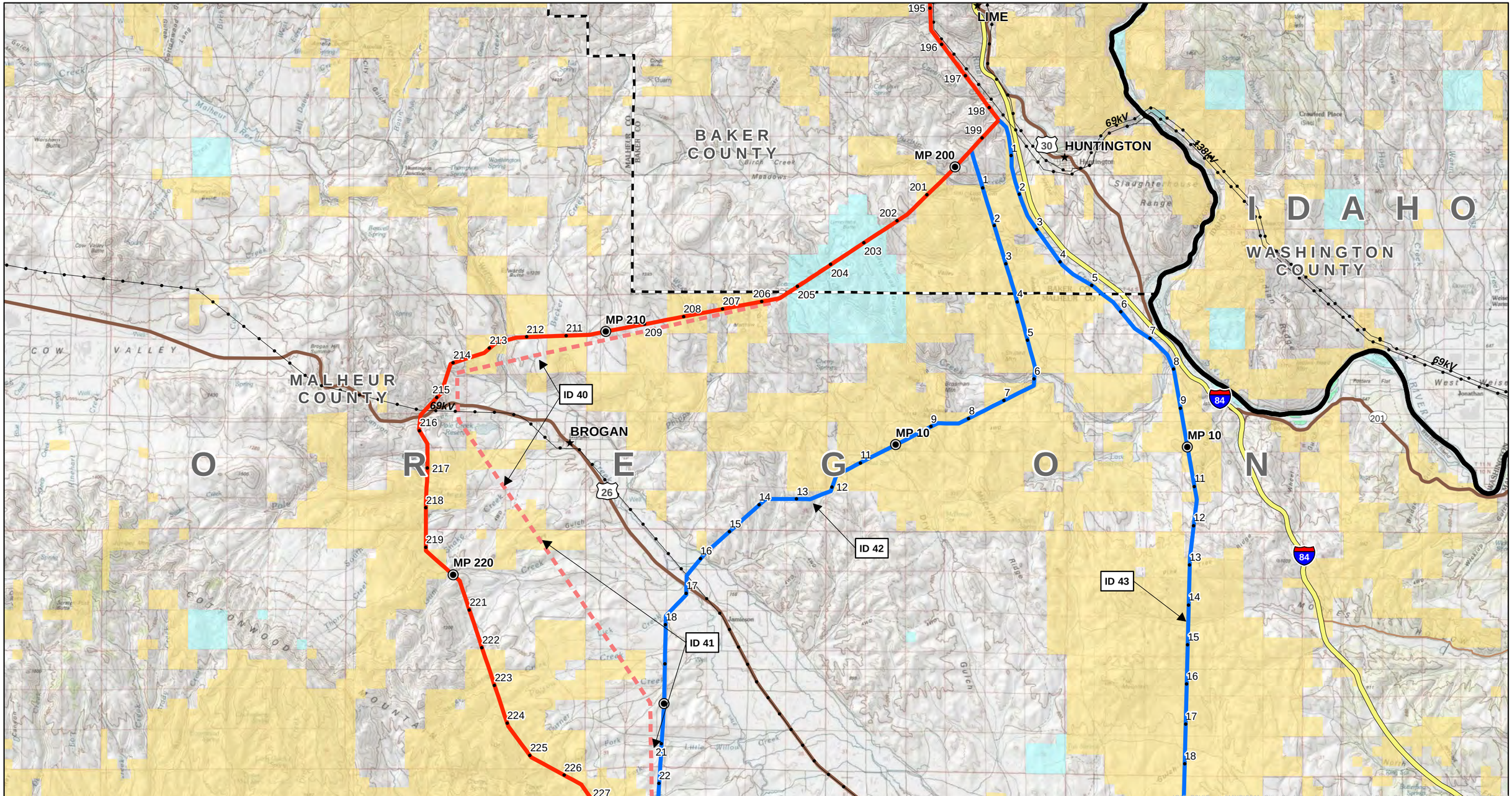


Figure C-7

Route & Substation Changes

2012 Siting Study Supplement Routes vs 2010 Siting Study Routes

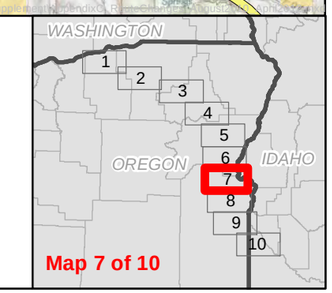
Map 7 of 10

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

0 1 2 3
Miles

- 2012 Proposed Route
- 2012 Proposed Rebuild
- 2012 Alternative Route
- 2010 Proposed Route
- 2010 Alternative Route
- 2012 Ten Mile Marker
- 2012 Mile Marker
- Proposed Substation
- Alternative Substation
- Existing Transmission Line
- City/Town
- State Boundary
- County Boundary
- Indian Reservation
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- National Park Service
- Other Federal
- Private
- State
- State Fish & Wildlife/Parks & Rec
- U.S. Fish and Wildlife Service
- U.S. Forest Service



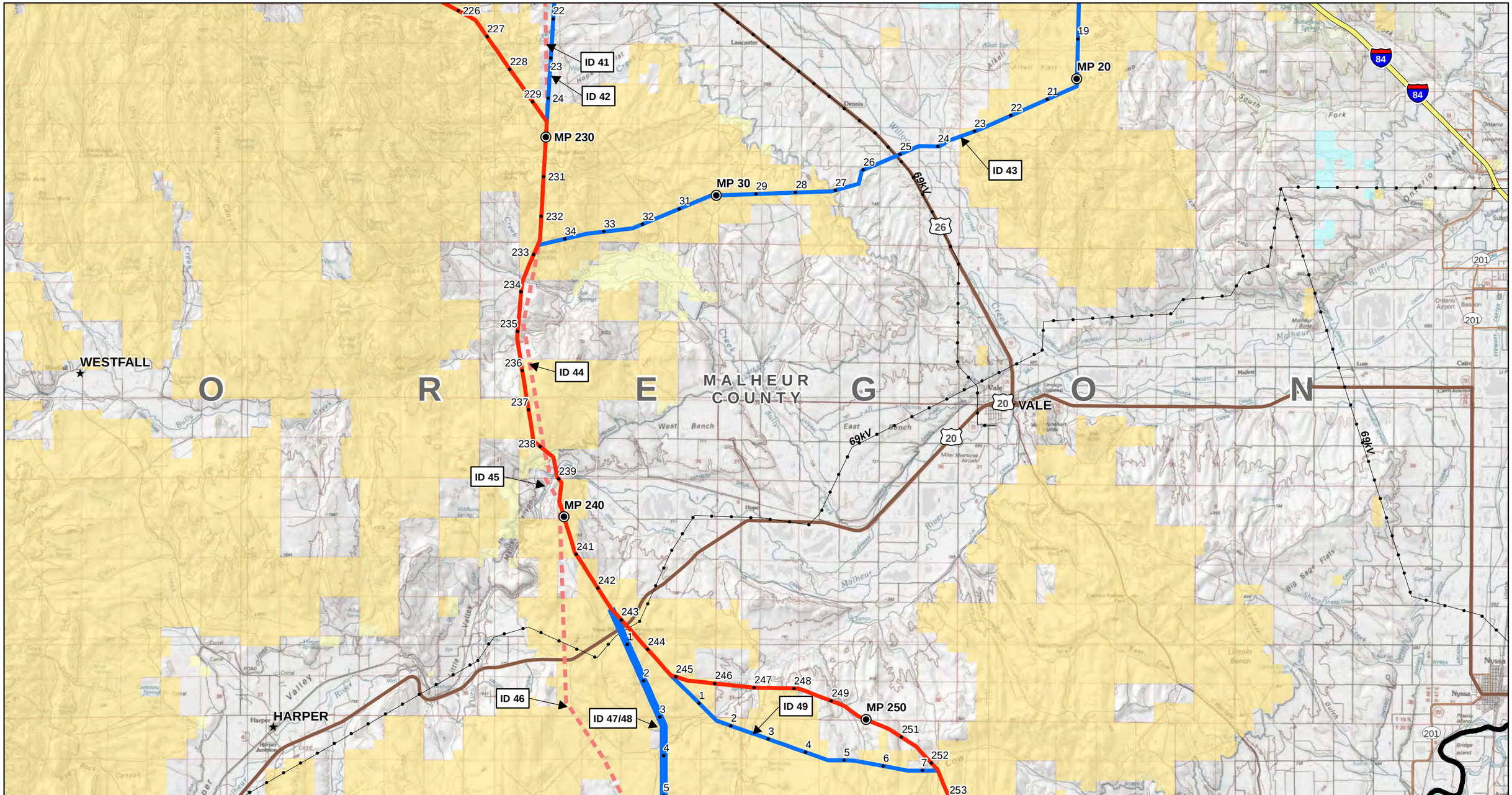


Figure C-8

Route & Substation Changes

2012 Siting Study Supplement Routes vs 2010 Siting Study Routes

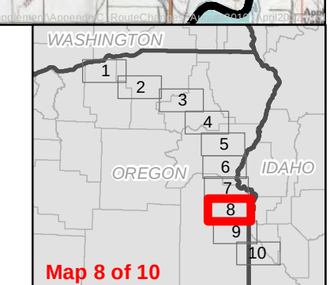
Map 8 of 10

Boardman to Hemingway Transmission Line Project
Oregon - Idaho

June 2012

0 1 2 3
Miles

- 2012 Proposed Route
- 2012 Proposed Rebuild
- 2012 Alternative Route
- 2010 Proposed Route
- 2010 Alternative Route
- 2012 Ten Mile Marker
- 2012 Mile Marker
- Proposed Substation
- Alternative Substation
- Existing Transmission Line
- City/Town
- State Boundary
- County Boundary
- Indian Reservation
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- National Park Service
- Other Federal
- Private
- State
- State Fish & Wildlife/Parks & Rec
- U.S. Fish and Wildlife Service
- U.S. Forest Service



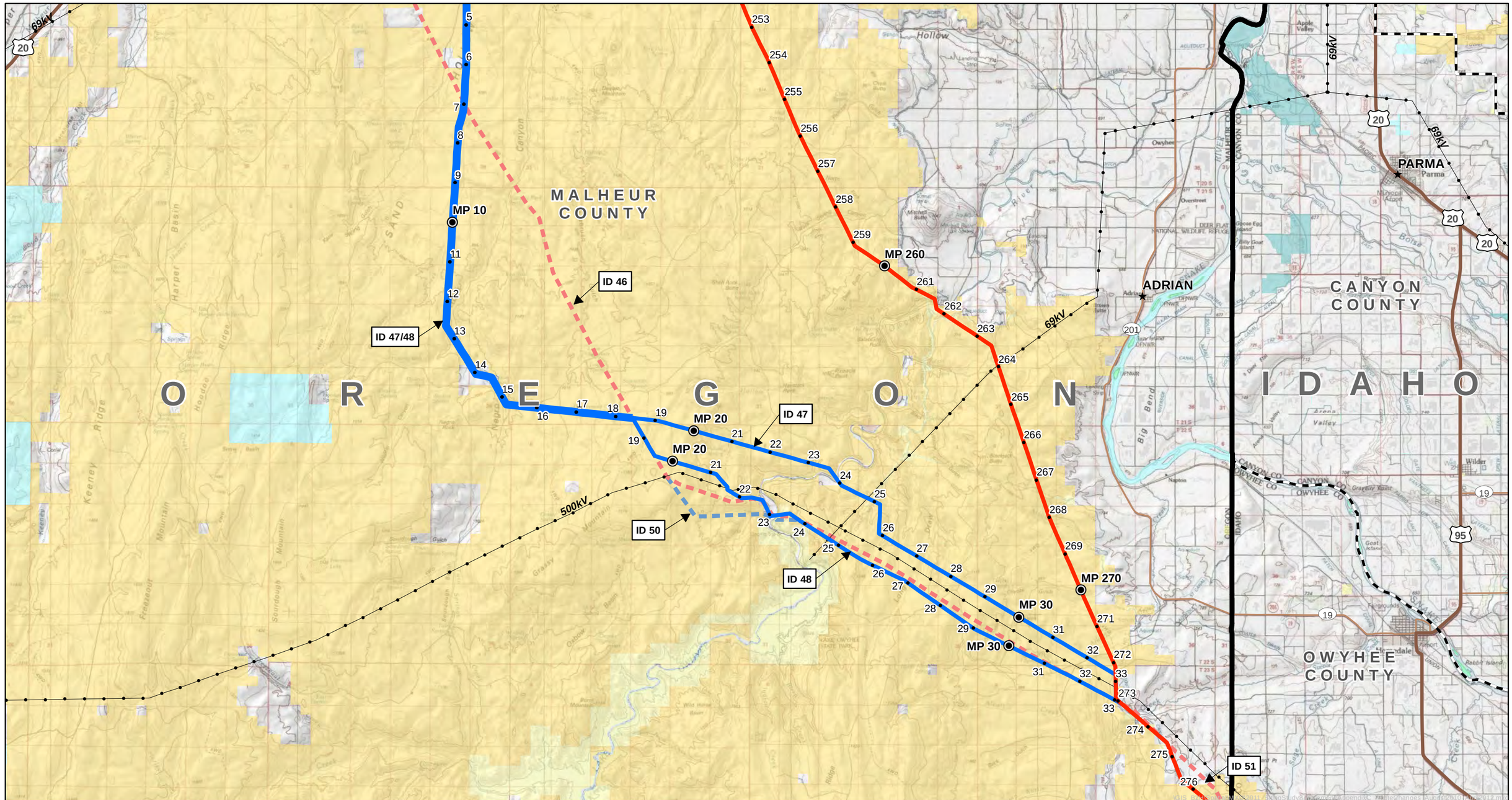


Figure C-9

Route & Substation Changes

2012 Siting Study Supplement Routes vs 2010 Siting Study Routes

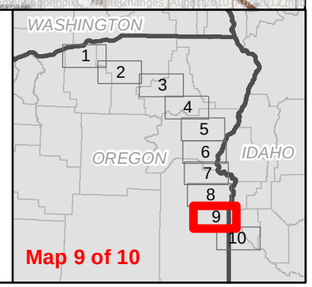
Map 9 of 10

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

0 1 2 3
Miles

- 2012 Proposed Route
- 2012 Proposed Rebuild
- 2012 Alternative Route
- 2010 Proposed Route
- 2010 Alternative Route
- 2012 Ten Mile Marker
- 2012 Mile Marker
- Proposed Substation
- Alternative Substation
- Existing Transmission Line
- City/Town
- State Boundary
- County Boundary
- Indian Reservation
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- National Park Service
- Other Federal
- Private
- State
- State Fish & Wildlife/Parks & Rec
- U.S. Fish and Wildlife Service
- U.S. Forest Service



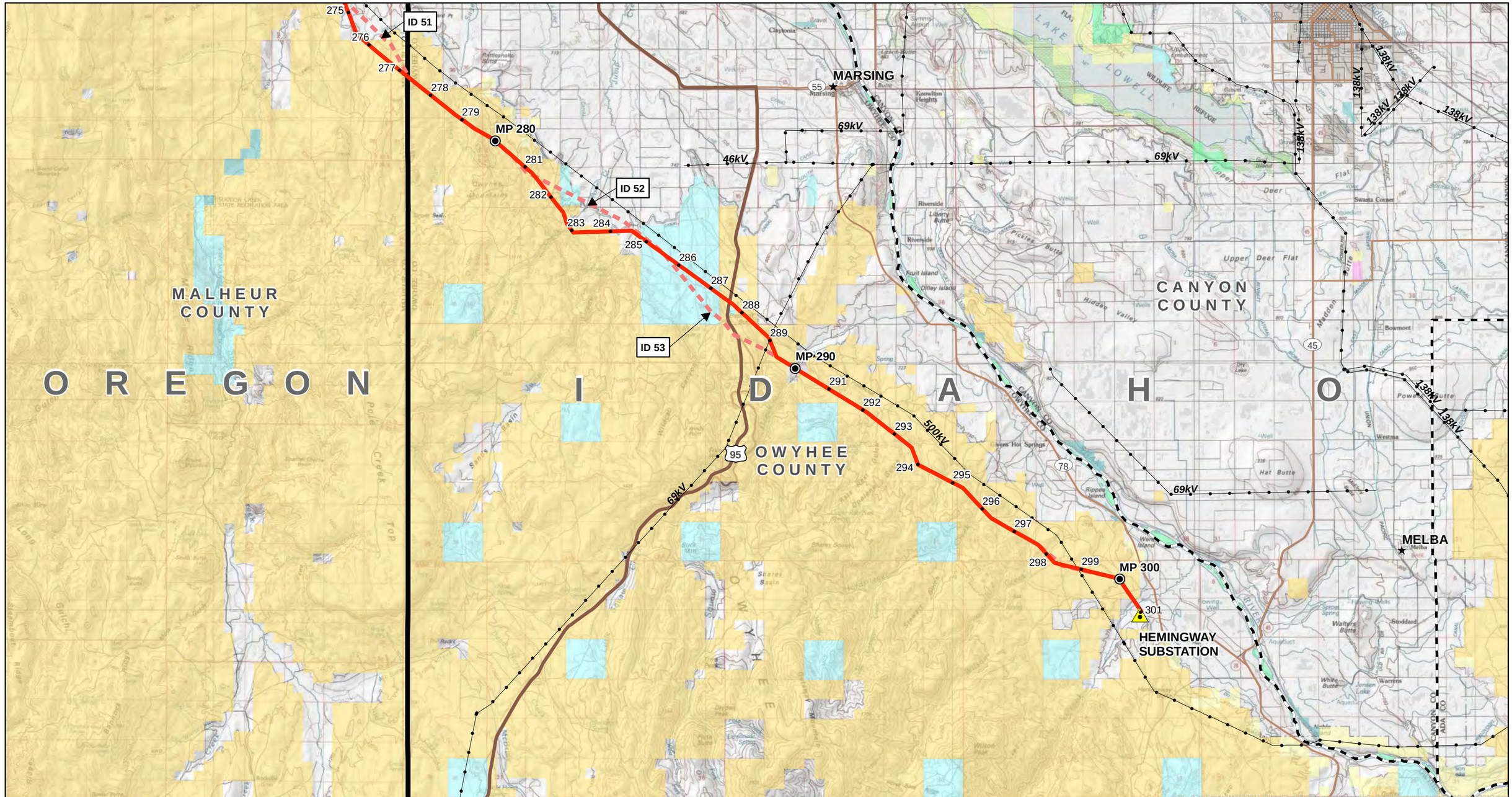


Figure C-10

Route & Substation Changes

2012 Siting Study Supplement Routes vs 2010 Siting Study Routes

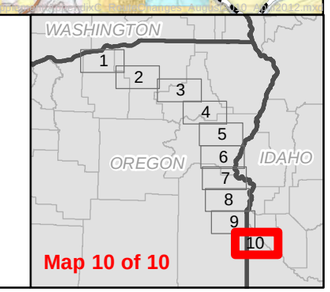
Map 10 of 10

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

0 1 2 3
Miles

- 2012 Proposed Route
- 2012 Proposed Rebuild
- 2012 Alternative Route
- 2010 Proposed Route
- 2010 Alternative Route
- 2012 Ten Mile Marker
- 2012 Mile Marker
- Proposed Substation
- Alternative Substation
- Existing Transmission Line
- City/Town
- State Boundary
- County Boundary
- Indian Reservation
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- National Park Service
- Other Federal
- Private
- State
- State Fish & Wildlife/Parks & Rec
- U.S. Fish and Wildlife Service
- U.S. Forest Service



APPENDIX D
County Maps

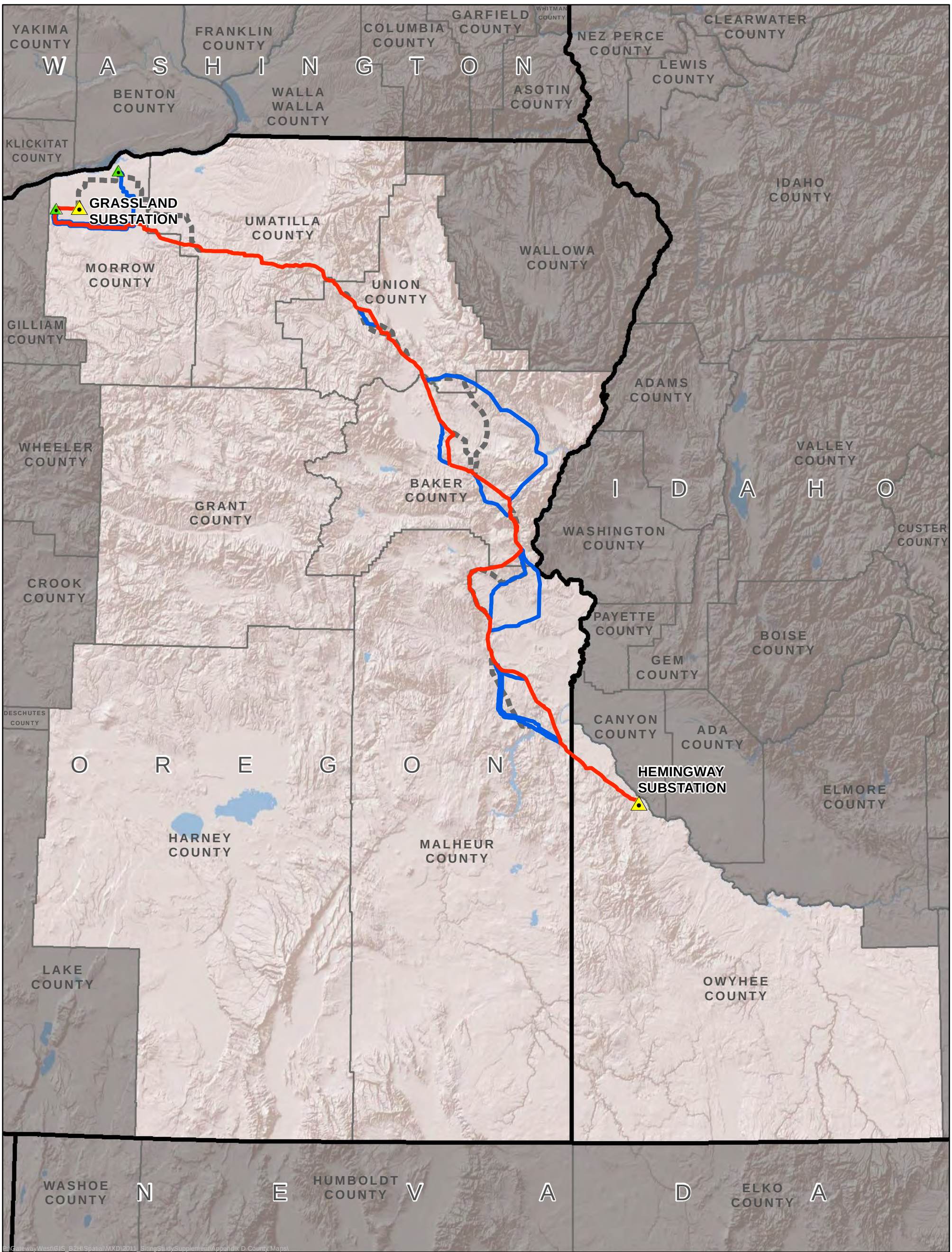


Figure D-1
County Key Map

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

IDAHO POWER
An IDACORP Company

Proposed Substation
Alternative Substation
2012 Proposed Route
2012 Alternative Route
Considered but Eliminated Route

0 20 40
Miles

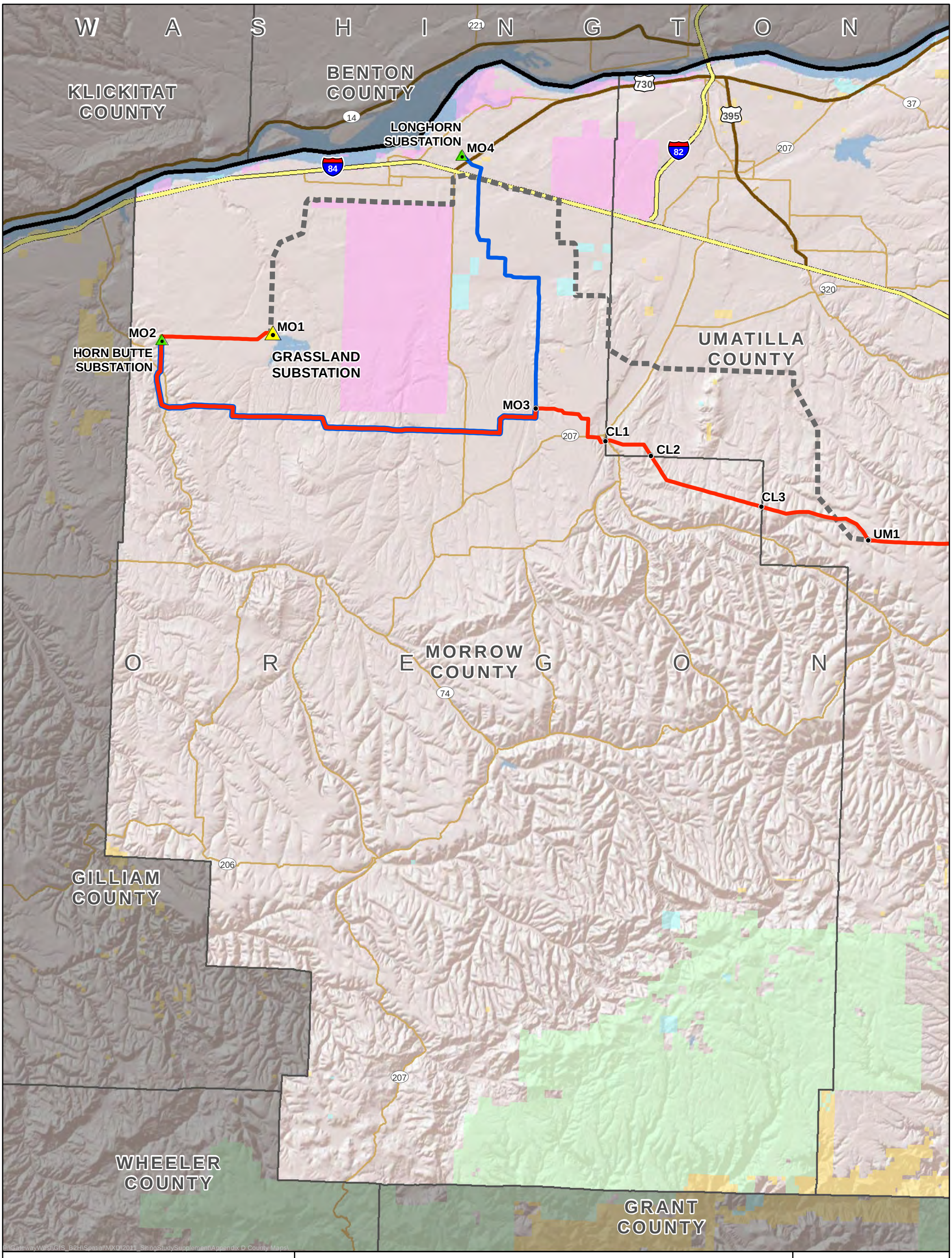


Figure D-2
Morrow County, OR

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

IDAHO POWER
An IDACORP Company

- Proposed Substation
- Alternative Substation
- Reference Node
- 2012 Proposed Route
- 2012 Alternative Route
- Considered but Eliminated Route
- State Boundary
- County Boundary
- Bureau of Land Management
- Indian Reservation
- Department of Defense
- Private
- State
- U.S. Forest Service

0 3.5 7
Miles

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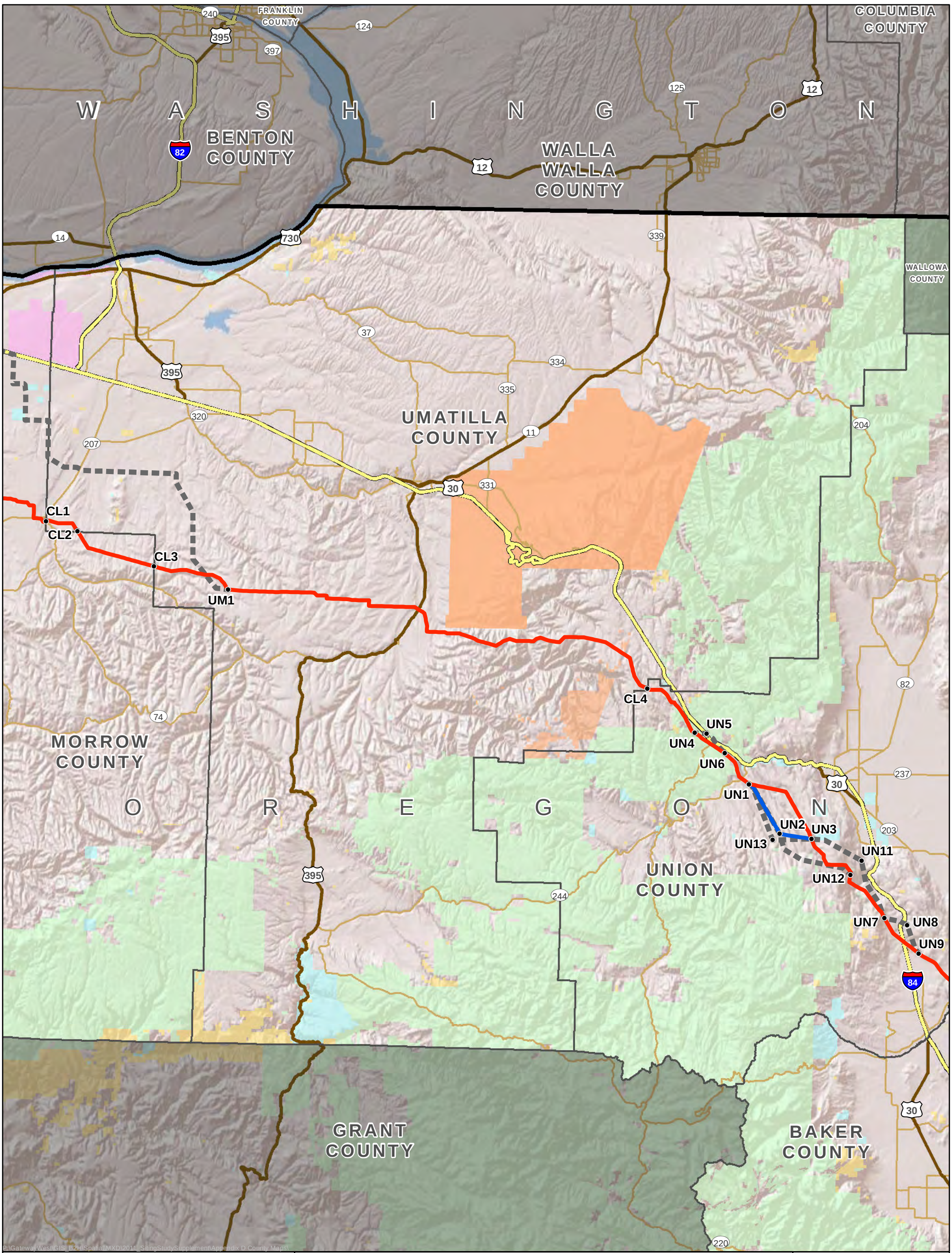

Figure D-3
Umatilla County, OR

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

IDAHO POWER
An IDACORP Company

- Proposed Substation
- Alternative Substation
- Reference Node
- 2012 Proposed Route
- 2012 Alternative Route
- Considered but Eliminated Route
- State Boundary
- County Boundary
- Bureau of Land Management
- Indian Reservation
- Department of Defense
- Private
- State
- U.S. Forest Service

0 5 10
Miles

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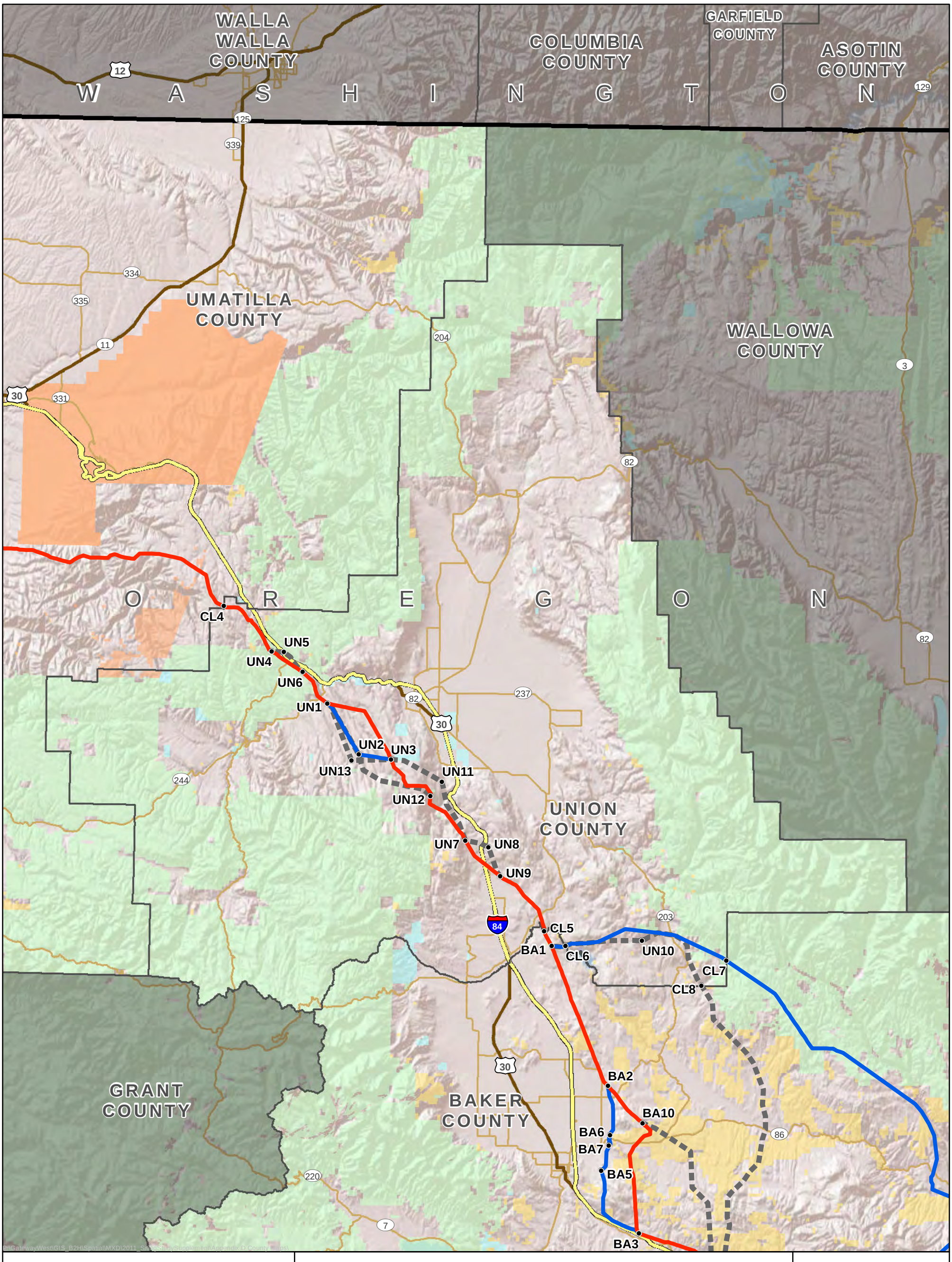

Figure D-4
Union County, OR

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

IDAHO POWER
An IDACORP Company

- Proposed Substation
- Alternative Substation
- Reference Node
- 2012 Proposed Route
- 2012 Alternative Route
- Considered but Eliminated Route
- State Boundary
- County Boundary
- Bureau of Land Management
- Indian Reservation
- Department of Defense
- Private
- State
- U.S. Forest Service

0 5 10
Miles

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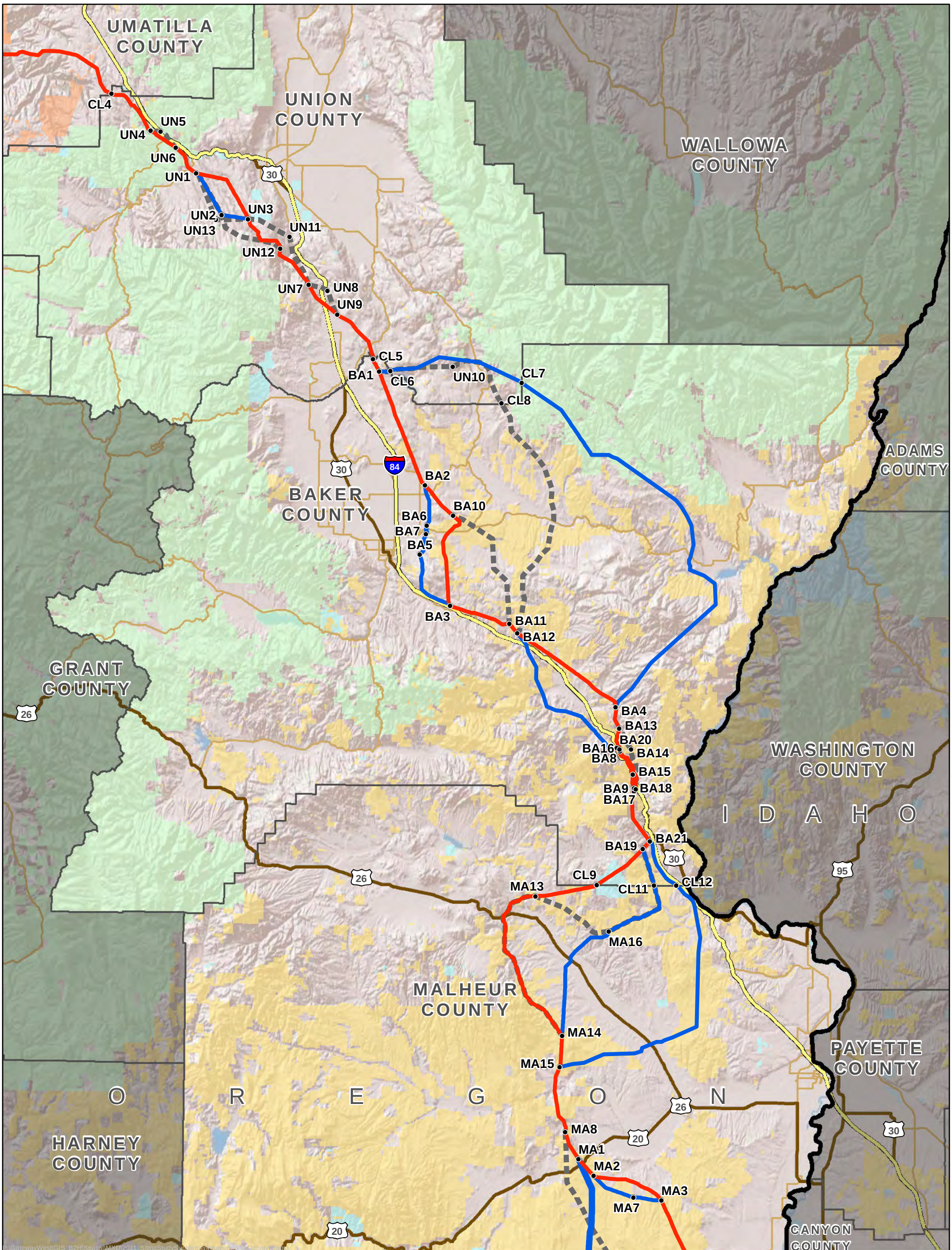

Figure D-5
Baker County, OR

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

IDAHO POWER
An IDACORP Company

- Proposed Substation
- Alternative Substation
- Reference Node
- 2012 Proposed Route
- 2012 Alternative Route
- Considered but Eliminated Route
- State Boundary
- County Boundary

- Bureau of Land Management
- Indian Reservation
- Department of Defense
- Private
- State
- U.S. Forest Service

0 5.5 11
Miles

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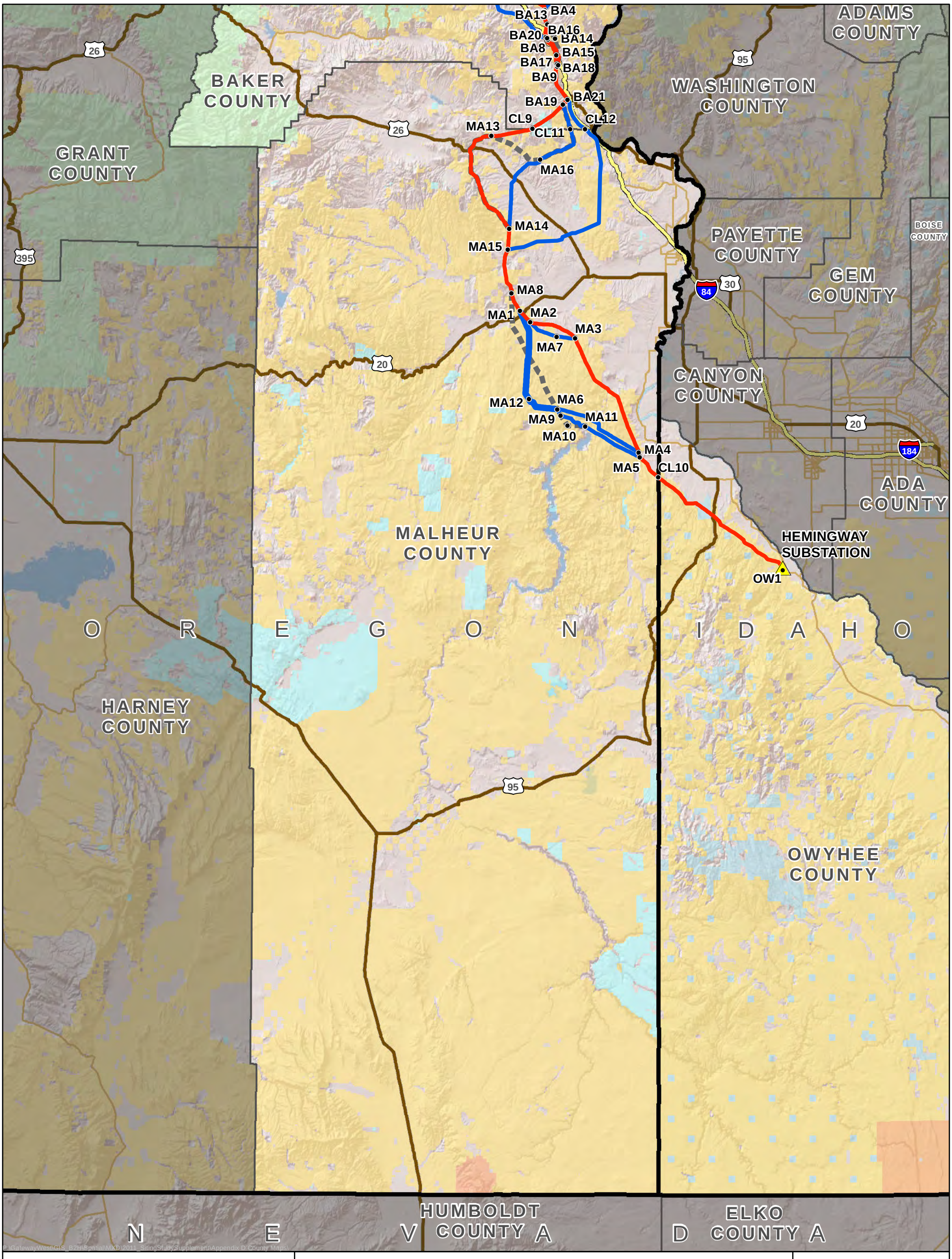

Figure D-6
Malheur County, OR

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

IDAHO POWER
An IDACORP Company

- Proposed Substation
- Alternative Substation
- Reference Node
- 2012 Proposed Route
- 2012 Alternative Route
- Considered but Eliminated Route
- State Boundary
- County Boundary
- Bureau of Land Management
- Indian Reservation
- Department of Defense
- Private
- State
- U.S. Forest Service

0 8.5 17
Miles

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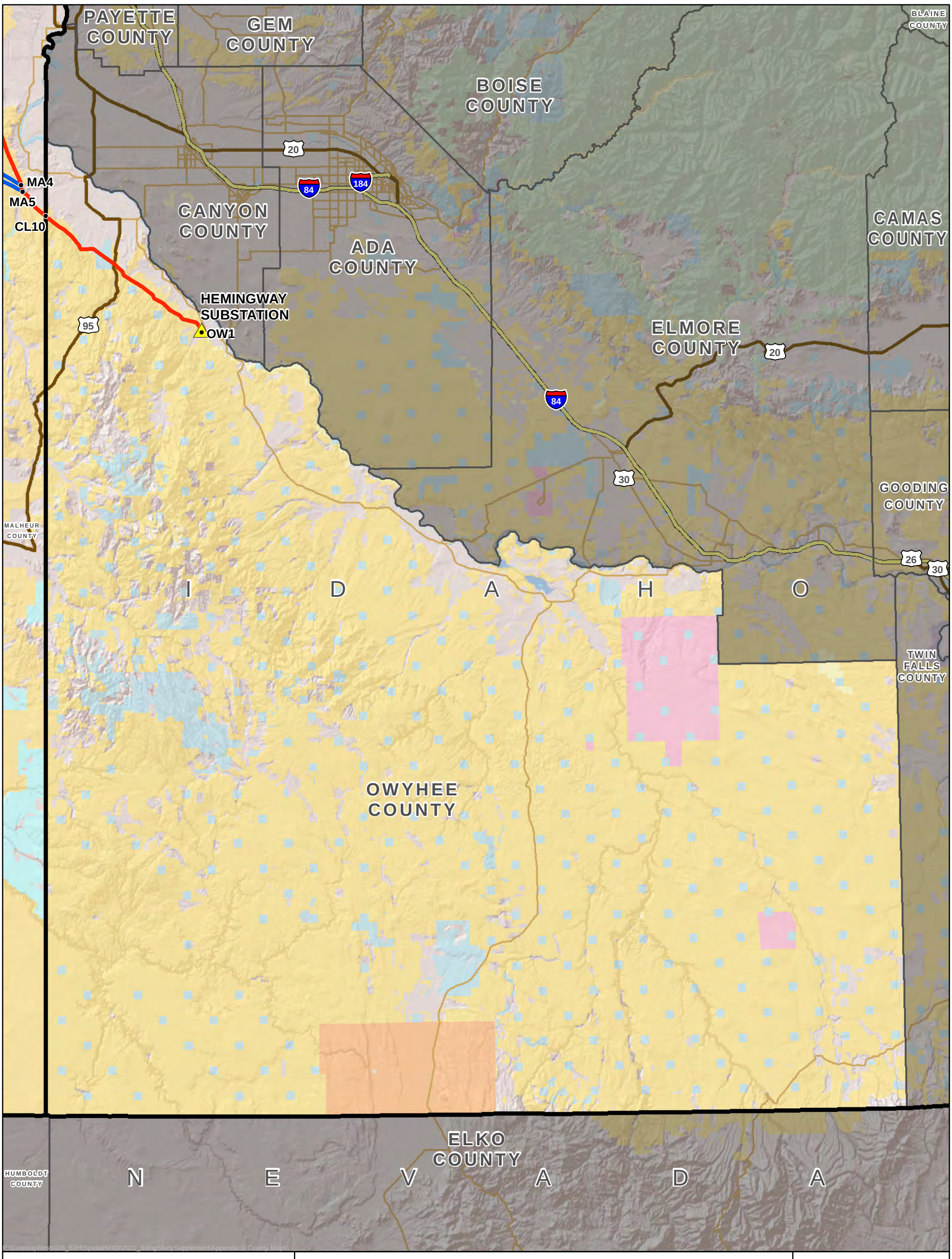

Figure D-7
Owyhee County, ID

Boardman to Hemingway
Transmission Line Project
Oregon - Idaho

June 2012

IDAHO POWER
An IDACORP Company

- Proposed Substation
- Alternative Substation
- Reference Node
- 2012 Proposed Route
- 2012 Alternative Route
- Considered but Eliminated Route
- State Boundary
- County Boundary
- Bureau of Land Management
- Indian Reservation
- Department of Defense
- Private
- State
- U.S. Forest Service

0 7 14
Miles

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APPENDIX E
Constraints Crossed Tables

Table E-1. Constraints Crossed – Proposed Compare to Segment and Longhorn/Horn Butte Alternatives

Resource Group		Resource Name	Proposed Compare to Horn Butte/Longhorn Alternatives (MO1-MO2-MO3)	Horn Butte Alternative (MO2-MO3)	Longhorn Alternative (MO4-MO3)
			Length in Miles		
		Total Length	**34.1**	**27.4**	**18.4**
1	Cultural Resources	Within 1200ft Historic Trail Buffer	0.9	0.9	0.5
2	Cultural Resources	Intact Oregon Trail Segment (OR BLM)			0.5
3	Cultural Resources	Oregon Trail Brochure - Trailrut			0.5
4	Fish and Wildlife	USU Mule Deer Year Round Population	34.1	27.4	18.4
5	Fish and Wildlife	ODFW Conservation Opportunity Area	15.8	15.8	
6	Fish and Wildlife	2011 WAGS Field Survey 785ft Colony Buffer	1.1	1.1	
7	Land Use	DOD NWSTF Approach Zone Easement			2.9
8	Land Use	DOD Proposed Special Use Airspace			5.6
9	Land Use	DOD Special Use Airspace - MOA US 01110	24.5	17.7	17.5
10	Land Use	DOD Special Use Airspace - R5701 A			0.2
11	Land Use	DOD Special Use Airspace - R5701 B			7.5
12	Land Use	DOD Special Use Airspace - R5701 C			0.2
13	Land Use	DOD Special Use Airspace - R5701 D	1.6	0.7	
14	Land Use	DOD Special Use Airspace - R5701 E	10.0	4.1	
15	Land Use	DOD Special Use Airspace - R5706			6.6
16	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	34.1	27.4	18.4
17	Land Use	USDA Cropland	22.7	20.8	9.1
18	Land Use	The Nature Conservancy: Portfolio	34.1	27.4	18.4
19	Land Use	Wind Farm Boundary	9.0	9.0	
20	Land Use	Within 500ft of Wind Turbine	0.7	0.7	0.5
21	Land Use	Wildland Urban Interface (OR)			9.6
22	Land Use	Fire Management Unit (OR)	34.1	27.4	18.4
23	Land Use	Fire Management Zone (OR)	34.1	27.4	18.4
24	Ownership	Bureau of Land Management			0.0
25	Ownership	Private Land	34.1	27.4	18.4
26	Geological Resources	Erosion Hazard: High (NRCS Soil Data)	24.3	24.3	0.8
27	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data)	9.1	2.3	7.2
28	Geological Resources	Erosion Hazard: Low (NRCS Soil Data)	0.7	0.7	10.4
29	Geological Resources	Oregon Landslide Feature: Fan	4.7	4.7	
30	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	33.3	26.6	17.2
31	Geological Resources	OR Subsurface Rights - ALL	2.5	0.5	5.6
32	Geological Resources	OR Subsurface Rights - NON	31.6	26.9	12.8
33	Other Features	Within 500ft of Pipeline	0.3	0.3	0.2
34	Visual Resources	BLM Visual Resource Management Class 3 - OR			0.0

Table E-1. Constraints Crossed – Proposed Compare to Segment and Longhorn/Horn Butte Alternatives (continued)

Resource Group		Resource Name	Proposed Compare to Horn Butte/Longhorn Alternatives (MO1-MO2-MO3)	Horn Butte Alternative (MO2-MO3)	Longhorn Alternative (MO4-MO3)
			Length in Miles		
35	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	1.0	1.0	
36	Water and Wetlands	Oregon Wetland	0.1	0.1	0.1
37	Water and Wetlands	Floodplain: Not in Flood Zone	33.2	26.4	17.3
38	Water and Wetlands	Floodplain: Zone A	1.0	1.0	1.1
39	Oregon Zoning	Zoning: Agriculture	34.1	27.4	18.4
40	Morrow County, OR Zoning	Morrow County: Exclusive Farm Use	33.9	27.1	17.7
41	Morrow County, OR Zoning	Morrow County: Port Industrial			0.5

Table E-2. Constraints Crossed – Proposed Compare to Segment and Glass Hill Alternative

	Resource Group	Resource Name	Proposed Compare to Glass Hill Alternative (UN1-UN3)	Glass Hill Alternative (UN1-UN2-UN3)
			Length in Miles	
		Total Length	**7.5**	**7.5**
1	Fish and Wildlife	ODFW Big Game Deer Winter Range	7.5	7.5
2	Fish and Wildlife	ODFW Big Game Elk Winter Range	7.5	7.5
3	Fish and Wildlife	USU Mule Deer Summer Range	1.0	3.4
4	Fish and Wildlife	USU Mule Deer Winter Concentration	6.5	4.2
5	Fish and Wildlife	USU Mule Deer Year Round Population	6.5	4.2
6	Fish and Wildlife	USFS Elk Summer Range Habitat	7.5	7.5
7	Fish and Wildlife	USFS Elk Winter Range Habitat	7.5	7.5
8	Fish and Wildlife	Within 0.75mi USFW Oregon GOEA	0.1	0.1
9	Land Use	Grazing Allotment (OR Mgmt Category: C)	0.7	1.6
10	Land Use	Wildland Urban Interface (OR)	1.5	0.2
11	Land Use	Fire Management Unit (OR)	7.5	7.5
12	Land Use	Fire Management Zone (OR)	7.5	7.5
13	Ownership	Bureau of Land Management	0.7	0.4
14	Ownership	Private Land	6.8	7.1
15	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data)	2.9	5.1
16	Geological Resources	Erosion Hazard: Low (NRCS Soil Data)	2.5	0.9
17	Geological Resources	Oregon Landslide Feature: Landslide	0.2	
18	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	4.3	4.8
19	Geological Resources	OR Subsurface Rights - ALL	0.7	0.4
20	Geological Resources	OR Subsurface Rights - NON	6.8	7.1
21	Other Features	Within 500ft of Pipeline	0.6	
22	Visual Resources	BLM Visual Resource Management Class 3 - OR	0.7	0.4
23	Water and Wetlands	Oregon Wetland	0.0	0.0
24	Water and Wetlands	Oregon Wetland Soils	0.5	2.2
25	Water and Wetlands	Floodplain: Not in Flood Zone	7.5	7.5
26	Oregon Zoning	Zoning: Forest	7.5	7.5
27	Union County, OR Zoning	Union County: Timber Grazing A-4	7.5	7.5

Table E-3. Constraints Crossed – Proposed Compare to Segment and Flagstaff Alternative

	Resource Group	Resource Name	Proposed Compare to Flagstaff Alternative (BA2-BA10-BA3)	Flagstaff Alternative and 230kV Rebuild (BA2-BA5-BA3; BA6-BA7)
			Length in Miles	
		Total Length	**14.2**	**15**
1	Cultural Resources	Within 1200ft Historic Trail Buffer	0.5	0.5
2	Cultural Resources	Intact Oregon Trail Segment (OR BLM)	0.5	0.5
3	Cultural Resources	Oregon Trail Brochure - Trailrut	0.5	
4	Fish and Wildlife	ODFW Sage-grouse Habitat: Core Area	13.6	2.5
5	Fish and Wildlife	ODFW Sage-grouse Habitat: Core Area Low Density	0.5	1.1
6	Fish and Wildlife	ODFW Sage-grouse Lek 2-mile Buffer (OR 2011): Unoccupied Pending	0.6	0.1
7	Fish and Wildlife	ORBIC Sage-grouse	0.5	
8	Fish and Wildlife	ODFW Big Game Deer Winter Range	1.0	4.6
9	Fish and Wildlife	USU Mule Deer Year Round Population	13.1	11.2
10	Fish and Wildlife	ODFW wildlife linkage range buffers - Pronghorn Antelope	1.1	1.1
11	Fish and Wildlife	ODFW wildlife linkage priority total rank - 0	1.1	
12	Fish and Wildlife	ODFW wildlife linkage priority total rank - 1		0.9
13	Fish and Wildlife	ODFW wildlife linkage priority total rank - 2		0.2
14	Fish and Wildlife	Sage-grouse Action Area: Baker	14.2	5.1
15	Fish and Wildlife	ORBIC Golden Eagle Nest	2.3	1.0
16	Fish and Wildlife	Within 0.25mi USFW Oregon GOEA	1.7	0.2
17	Fish and Wildlife	Within 0.75mi USFW Oregon GOEA	8.0	7.3
18	Fish and Wildlife	ODFW Conservation Opportunity Area	0.1	5.0
19	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	14.2	15.0
20	Land Use	USDA Cropland	0.0	2.0
21	Land Use	The Nature Conservancy: Portfolio	2.4	
22	Land Use	Virtue Flat OHV Park	0.1	
23	Land Use	Grazing Allotment (OR Mgmt Category: C)	5.4	7.4
24	Land Use	Grazing Allotment (OR Mgmt Category: I)	2.7	
25	Land Use	Grazing Allotment (OR Mgmt Category: M)	4.0	
26	Land Use	Fire Management Unit (OR)	14.2	15.0
27	Land Use	Fire Management Zone (OR)	14.2	15.0
28	Ownership	Bureau of Land Management	5.5	0.3
29	Ownership	Private Land	8.7	14.7
30	Geological Resources	Erosion Hazard: High (NRCS Soil Data)	0.4	0.0
31	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data)	11.6	11.7
32	Geological Resources	Erosion Hazard: Low (NRCS Soil Data)	2.2	3.3
33	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	9.7	10.7
34	Geological Resources	OR Subsurface Rights - ALL	9.6	2.2
35	Geological Resources	OR Subsurface Rights - NON	4.7	12.8
36	Visual Resources	BLM Visual Resource Management Class 2 - OR	5.5	0.3
37	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	1.1	1.5
38	Visual Resources	Proposed Baker County Viewshed Overlay	2.6	2.5
39	Water and Wetlands	Oregon Wetland	0.0	0.4
40	Oregon Zoning	Zoning: Agriculture	14.2	15.0
41	Baker County, OR Zoning	Baker County: Exclusive Farm Use	14.2	15.0
42	Baker County, OR Zoning	Baker County: Mining Extraction	0.3	

Table E-4. Constraints Crossed – Proposed Compare to Segment and Timber Canyon Alternative

	Resource Group	Resource Name	Proposed Compare to Timber Canyon Alternative (BA1-BA2-BA10-BA3-BA11-BA12-BA4)	Timber Canyon Alternative (BA1-CL6-CL7-BA4)
			Length in Miles	
		Total Length	**46.3**	**61.6**
1	Cultural Resources	Vale District BLM Cultural Site		0.1
2	Cultural Resources	Within 1200ft Historic Trail Buffer	1.8	0.2
3	Cultural Resources	Intact Oregon Trail Segment (OR BLM)	1.0	
4	Cultural Resources	Oregon Trail Brochure - Trailrut	0.5	
5	Fish and Wildlife	2011 SAGR Field Survey Lek 2-miles Buffer: Occupied Pending	2.9	
6	Fish and Wildlife	ODFW Sage-grouse Habitat: Core Area	30.2	
7	Fish and Wildlife	ODFW Sage-grouse Habitat: Core Area Low Density	15.7	23.6
8	Fish and Wildlife	ODFW Sage-grouse Lek 2-mile Buffer (OR 2011): Occupied Pending	3.8	
9	Fish and Wildlife	ODFW Sage-grouse Lek 2-mile Buffer (OR 2011): Unoccupied Pending	9.2	
10	Fish and Wildlife	ORBIC Sage-grouse	1.8	
11	Fish and Wildlife	ODFW Big Game Deer Winter Range	17.5	28.7
12	Fish and Wildlife	ODFW Big Game Elk Winter Range		41.5
13	Fish and Wildlife	USU Mule Deer Summer Range		32.0
14	Fish and Wildlife	USU Mule Deer Winter Concentration	5.1	8.4
15	Fish and Wildlife	USU Mule Deer Winter Range	13.0	18.0
16	Fish and Wildlife	USU Mule Deer Year Round Population	28.8	11.6
17	Fish and Wildlife	USFS Elk Crucial Winter Range Habitat		1.2
18	Fish and Wildlife	USFS Elk Summer Range Habitat	4.0	39.7
19	Fish and Wildlife	USFS Elk Winter Range Habitat		14.0
20	Fish and Wildlife	ODFW wildlife linkage range buffers - Mule Deer		1.1
21	Fish and Wildlife	ODFW wildlife linkage range buffers - Pronghorn Antelope	1.1	
22	Fish and Wildlife	ODFW wildlife linkage priority total rank - 0	1.1	
23	Fish and Wildlife	ODFW wildlife linkage priority total rank - 3		1.1
24	Fish and Wildlife	Sage-grouse Action Area: Baker	46.3	30.9
25	Fish and Wildlife	ORBIC Golden Eagle Nest	3.1	0.8
26	Fish and Wildlife	Within 0.25mi USFW Oregon GOEA	2.6	
27	Fish and Wildlife	Within 0.75mi USFW Oregon GOEA	14.3	0.4
28	Fish and Wildlife	ODFW Conservation Opportunity Area	2.2	2.6
29	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	46.3	29.3
30	Land Use	USDA Cropland	0.3	1.7
31	Land Use	Military Training Route	10.5	5.7
32	Land Use	The Nature Conservancy: Portfolio	4.1	6.3
33	Land Use	Virtue Flat OHV Park	0.1	
34	Land Use	Grazing Allotment (OR Mgmt Category: C)	19.0	22.3
35	Land Use	Grazing Allotment (OR Mgmt Category: I)	4.6	5.3
36	Land Use	Grazing Allotment (OR Mgmt Category: M)	7.5	
37	Land Use	WWNF Management Area 1: Timber Production		8.3
38	Land Use	WWNF Management Area 1W: Timber Management - Winter Range		3.2
39	Land Use	WWNF ROS Roaded Natural		20.0
40	Land Use	WWNF Management Area 3: Wildlife/Timber: Big Game Winter Range		8.4

Table E-4. Constraints Crossed – Proposed Compare to Segment and Timber Canyon Alternative (continued)

	Resource Group	Resource Name	Proposed Compare to Timber Canyon Alternative (BA1-BA2-BA10-BA3-BA11-BA12-BA4)	Timber Canyon Alternative (BA1-CL6-CL7-BA4)
			Length in Miles	
41	Land Use	WWNF Management Area 16: Administrative and Recreation Site Retention: Forshey Orchard		0.1
42	Land Use	Wildland Urban Interface (OR)		11.7
43	Land Use	Fire Management Unit (OR)	46.3	61.6
44	Land Use	Fire Management Zone (OR)	46.3	61.6
45	Land Use	Fire Management Zone (USFS)		19.6
46	Ownership	Bureau of Land Management	12.4	5.7
47	Ownership	Private Land	34.0	36.3
48	Ownership	U.S. Forest Service		19.6
49	Geological Resources	Erosion Hazard: High (NRCS Soil Data)	3.5	3.2
50	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data)	33.4	14.9
51	Geological Resources	Erosion Hazard: Low (NRCS Soil Data)	9.4	19.9
52	Geological Resources	Oregon Landslide Feature: Landslide		2.8
53	Geological Resources	Oregon Landslide Feature: Talus-Colluvium	0.9	
54	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	33.7	26.5
55	Geological Resources	OR Subsurface Rights - ALL	18.0	30.9
56	Geological Resources	OR Subsurface Rights - GEO		0.3
57	Geological Resources	OR Subsurface Rights - NON	28.4	29.6
58	Geological Resources	OR Subsurface Rights - OGE		0.7
59	Visual Resources	BLM Visual Resource Management Class 2 - OR	6.6	5.7
60	Visual Resources	BLM Visual Resource Management Class 3 - OR	5.8	
61	Visual Resources	Within 1200ft Nationally Designated Scenic Byway	1.1	1.0
62	Visual Resources	National Forest Visual Quality Objective: Maximum Modification		4.2
63	Visual Resources	National Forest Visual Quality Objective: Modification		14.1
64	Visual Resources	National Forest Visual Quality Objective: Partial Retention		3.5
65	Visual Resources	National Forest Visual Quality Objective: Retention		0.4
66	Visual Resources	Proposed Baker County Viewshed Overlay	2.6	
67	Water and Wetlands	Oregon Wetland	0.2	0.7
68	Water and Wetlands	Oregon Wetland Soils		0.8
69	Water and Wetlands	Oregon Watershed Restoration Inventory Project Area	2.1	
70	Water and Wetlands	Floodplain: Not in Flood Zone		13.7
71	Water and Wetlands	Floodplain: Zone A		0.1
72	Oregon Zoning	Zoning: Agriculture	46.3	37.0
73	Oregon Zoning	Zoning: Forest		24.6
74	Union County, OR Zoning	Union County: Agriculture Grazing A-2		7.6
75	Union County, OR Zoning	Union County: Timber Grazing A-4		6.1
76	Baker County, OR Zoning	Baker County: Exclusive Farm Use	46.4	29.2
77	Baker County, OR Zoning	Baker County: Mining Extraction	0.3	

Table E-4. Constraints Crossed – Proposed Compare to Segment and Timber Canyon Alternative (continued)

Resource Group		Resource Name	Proposed Compare to Timber Canyon Alternative (BA1-BA2-BA10-BA3-BA11-BA12-BA4)	Timber Canyon Alternative (BA1-CL6-CL7-BA4)
			Length in Miles	
78	Baker County, OR Zoning	Baker County: Primary Forest		16.0
79	Baker County, OR Zoning	Baker County: Timber Grazing		2.6

Table E-5. Constraints Crossed – Proposed Compare to Segment and Burnt River Mountain Alternative

	Resource Group	Resource Name	Proposed Compare to Burnt River Mountain Alternative (BA12-BA4-BA13-BA20)	Burnt River Mountain Alternative (BA12-BA20)
			Length in Miles	
		Total Length	**16.8**	**16.8**
1	Cultural Resources	Within 1200ft Historic Trail Buffer	1.9	1.2
2	Fish and Wildlife	ODFW Sage-grouse Habitat: Core Area	8.6	
3	Fish and Wildlife	ODFW Sage-grouse Habitat: Core Area Low Density	4.3	1.1
4	Fish and Wildlife	ODFW Sage-grouse Lek 2-mile Buffer (OR 2011): Unoccupied Pending	1.0	
5	Fish and Wildlife	ODFW Big Game Deer Winter Range	13.3	16.8
6	Fish and Wildlife	ODFW Big Game Elk Winter Range		2.7
7	Fish and Wildlife	USU Mule Deer Summer Range		2.4
8	Fish and Wildlife	USU Mule Deer Winter Concentration	9.2	10.7
9	Fish and Wildlife	USU Mule Deer Winter Range	16.8	14.4
10	Fish and Wildlife	USFS Elk Summer Range Habitat	5.2	
11	Fish and Wildlife	USFS Elk Winter Range Habitat		5.1
12	Fish and Wildlife	ODFW wildlife linkage range buffers - Mule Deer	1.6	1.0
13	Fish and Wildlife	ODFW wildlife linkage priority total rank - 4	0.2	0.2
14	Fish and Wildlife	ODFW wildlife linkage priority total rank - 5	0.7	0.6
15	Fish and Wildlife	ODFW wildlife linkage priority total rank - 6	0.5	
16	Fish and Wildlife	ODFW wildlife linkage priority total rank - 7	0.3	0.2
17	Fish and Wildlife	Sage-grouse Action Area: Baker	16.8	2.5
18	Fish and Wildlife	ORBIC Golden Eagle Nest	0.8	
19	Fish and Wildlife	Within 0.25mi USFW Oregon GOEA	0.5	
20	Fish and Wildlife	Within 0.75mi USFW Oregon GOEA	3.9	1.2
21	Fish and Wildlife	ODFW Conservation Opportunity Area	1.0	1.5
22	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	16.8	16.1
23	Land Use	USDA Cropland	0.3	0.4
24	Land Use	Military Training Route	15.0	15.0
25	Land Use	The Nature Conservancy: Portfolio		0.5
26	Land Use	Grazing Allotment (OR Mgmt Category: C)	7.5	2.9
27	Land Use	Grazing Allotment (OR Mgmt Category: I)	2.6	4.6
28	Land Use	Grazing Allotment (OR Mgmt Category: M)	1.8	0.9
29	Land Use	Fire Management Unit (OR)	16.8	16.8
30	Land Use	Fire Management Zone (OR)	16.8	16.8
31	Ownership	Bureau of Land Management	6.3	4.6
32	Ownership	Private Land	10.5	12.2
33	Geological Resources	Erosion Hazard: High (NRCS Soil Data)	4.2	
34	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data)	8.9	8.3
35	Geological Resources	Erosion Hazard: Low (NRCS Soil Data)	3.7	8.4
36	Geological Resources	Oregon Landslide Feature: Fan		0.4
37	Geological Resources	Oregon Landslide Feature: Talus-Colluvium	1.3	1.5
38	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	14.3	10.4
39	Geological Resources	OR Subsurface Rights - ALL	8.9	6.3
40	Geological Resources	OR Subsurface Rights - NON	7.9	10.6
41	Other Features	West-wide Energy Corridor	0.3	0.2
42	Other Features	Within 500ft of Pipeline	0.2	2.0
43	Visual Resources	BLM Visual Resource Management Class 2 - OR		1.6
44	Visual Resources	BLM Visual Resource Management Class 3 - OR	6.3	3.0

Table E-5. Constraints Crossed – Proposed Compare to Segment and Burnt River Mountain Alternative (continued)

Resource Group		Resource Name	Proposed Compare to Burnt River Mountain Alternative (BA12-BA4-BA13-BA20)	Burnt River Mountain Alternative (BA12-BA20)
			Length in Miles	
45	Water and Wetlands	Oregon Wetland	0.1	0.3
46	Water and Wetlands	Oregon Wetland Soils		0.4
47	Water and Wetlands	Oregon Watershed Restoration Inventory Project Area	0.1	0.4
48	Oregon Zoning	Zoning: Agriculture	16.8	16.1
49	Oregon Zoning	Zoning: Rural Industrial		0.7
50	Baker County, OR Zoning	Baker County: Exclusive Farm Use	16.8	16.8
51	Baker County, OR Zoning	Baker County: Industrial		0.8

Table E-6. Constraints Crossed – Proposed Compare to Segment and Double Mountain Alternative

	Resource Group	Resource Name	Proposed Compare to Double Mountain Alternative (MA2-MA3)	Double Mountain Alternative (MA2-MA7-MA3)
			Length in Miles	
		Total Length	7.4	7.4
1	Fish and Wildlife	ODFW Big Game Deer Winter Range	1.3	0.2
2	Fish and Wildlife	USU Mule Deer Limited Range	2.7	3.8
3	Fish and Wildlife	USU Mule Deer Year Round Population	4.7	3.5
4	Land Use	USDA Cropland	0.0	
5	Land Use	Military Training Route	5.2	1.5
6	Land Use	Grazing Allotment (OR Mgmt Category: M)	7.1	7.4
7	Land Use	SEORMP ROS Rural	6.2	
8	Land Use	SEORMP ROS Semiprimitive Motorized	0.0	4.5
9	Land Use	SEORMP ROS Semiprimitive Non-motorized	1.1	2.8
10	Land Use	Proposed Wilderness Study Area (ONDA)	0.0	3.7
11	Land Use	Vale District Wilderness Characteristic Unit: Meets Criteria		4.6
12	Land Use	Wildland Urban Interface (OR)	7.4	7.4
13	Land Use	Fire Management Unit (OR)	7.4	7.4
14	Land Use	Fire Management Zone (OR)	7.4	7.4
15	Ownership	Bureau of Land Management	1.2	7.4
16	Ownership	Private Land	6.2	
17	Geological Resources	OR Subsurface Rights - ALL	4.1	6.5
18	Geological Resources	OR Subsurface Rights - ALX	0.2	
19	Geological Resources	OR Subsurface Rights - NON	3.0	0.9
20	Visual Resources	BLM Visual Resource Management Class 4 - OR	1.2	7.4
21	Water and Wetlands	Oregon Wetland	0.1	0.0
22	Oregon Zoning	Zoning: Agriculture (Range)	7.4	7.4
23	Malheur County, OR Zoning	Malheur County: Agriculture (Range)	7.4	7.4

Table E-7. Constraints Crossed – Proposed Compare to Segment and Malheur S / A Alternatives

	Resource Group	Resource Name	Proposed Compare to Malheur S & A Alternatives (MA1-MA2-MA3-MA4-MA5)	Malheur S Alternative (MA1-MA12-MA6-MA4-MA5)	Malheur A Alternative (MA1-MA12-MA6-MA9-MA11-MA5)
			Length in Miles		
		Total Length	**30.5**	**33.6**	**33.2**
1	Fish and Wildlife	ODFW Sage-grouse Habitat: Core Area Low Density		5.4	5.4
2	Fish and Wildlife	ODFW Sage-grouse Lek 2-mile Buffer (OR 2011): Unoccupied Pending	3.8		
3	Fish and Wildlife	ODFW Big Game Deer Winter Range	19.8	15.8	15.1
4	Fish and Wildlife	USU Mule Deer Limited Range	9.9	20.1	19.9
5	Fish and Wildlife	USU Mule Deer Year Round Population	20.6	13.5	13.3
6	Fish and Wildlife	ODFW wildlife linkage range buffers - Mule Deer	1.0	1.0	1.0
7	Fish and Wildlife	ODFW wildlife linkage priority total rank - 6	0.2	0.2	0.2
8	Fish and Wildlife	ODFW wildlife linkage priority total rank - 7	0.8	0.8	0.8
9	Fish and Wildlife	Sage-grouse Action Area: Crowley		5.0	5.0
10	Fish and Wildlife	ORBIC Golden Eagle Nest		1.3	1.0
11	Fish and Wildlife	Within 0.25mi USFW Oregon GOEA		0.6	0.3
12	Fish and Wildlife	Within 0.75mi USFW Oregon GOEA		4.6	4.6
13	Fish and Wildlife	ODFW Conservation Opportunity Area	8.3	8.2	7.7
14	Land Use	Area of Critical Environmental Concern		1.3	2.4
15	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	1.2		
16	Land Use	USDA Cropland	0.1		
17	Land Use	Military Training Route	28.4	19.1	25.5
18	Land Use	Special Recreation Management Area (Malheur RA, Vale District, OR)		1.3	2.4
19	Land Use	The Nature Conservancy: Portfolio	8.8	13.6	12.9
20	Land Use	Grazing Allotment (OR Mgmt Category: C)	2.4		
21	Land Use	Grazing Allotment (OR Mgmt Category: I)	10.2	16.6	15.1
22	Land Use	Grazing Allotment (OR Mgmt Category: M)	17.1	17.0	18.1
23	Land Use	SEORMP ROS Roaded Natural	3.5	4.0	4.1
24	Land Use	SEORMP ROS Rural	6.3	0.1	0.1
25	Land Use	SEORMP ROS Semiprimitive Motorized	18.4	21.4	20.3
26	Land Use	SEORMP ROS Semiprimitive Non-motorized	2.3	8.1	8.7
27	Land Use	Vale District Off-Highway Vehicle: Limited to Designated Routes	1.0	1.4	4.0
28	Land Use	Vale District Off-Highway Vehicle: Limited to Existing Routes	10.8	9.4	7.4
29	Land Use	Proposed Wilderness Study Area (ONDA)	2.2	11.3	12.0
30	Land Use	Wildland Urban Interface (OR)	30.5	33.6	33.2

Table E-7. Constraints Crossed – Proposed Compare to Segment and Malheur S / A Alternatives s (continued)

Resource Group		Resource Name	Proposed Compare to Malheur S & A Alternatives (MA1-MA2-MA3-MA4-MA5)	Malheur S Alternative (MA1-MA12-MA6-MA4-MA5)	Malheur A Alternative (MA1-MA12-MA6-MA9-MA11-MA5)
			Length in Miles		
31	Land Use	Fire Management Unit (OR)	30.5	33.6	33.2
32	Land Use	Fire Management Zone (OR)	30.5	33.6	33.2
33	Ownership	Bureau of Land Management	23.7	32.5	31.2
34	Ownership	Bureau of Reclamation	0.4	0.1	0.4
35	Ownership	Private Land	6.4	1.1	1.5
36	Ownership	Water		0.0	0.1
37	Geological Resources	Oregon Landslide Feature: Landslide		0.1	1.2
38	Geological Resources	U.S. Geological Survey Active Mining Area	0.2		
39	Geological Resources	OR Subsurface Rights - ALL	27.2	29.3	28.9
40	Geological Resources	OR Subsurface Rights - ALX	0.2		
41	Geological Resources	OR Subsurface Rights - NON	3.0	4.3	4.3
42	Geological Resources	OR Subsurface Rights - UND		0.0	0.1
43	Other Features	Vale District Utility Corridor	12.2	7.1	3.9
44	Other Features	West-wide Energy Corridor	0.7	3.4	3.4
45	Visual Resources	BLM Visual Resource Management Class 2 - OR	0.5	1.5	2.3
46	Visual Resources	BLM Visual Resource Management Class 3 - OR	2.8	2.5	2.5
47	Visual Resources	BLM Visual Resource Management Class 4 - OR	18.4	26.8	26.0
48	Water and Wetlands	NHD Stream/River	0.0		
49	Water and Wetlands	Oregon Wetland	0.2	0.2	0.1
50	Water and Wetlands	Wild and Scenic River - Suitable	1.0	1.0	1.1
51	Oregon Zoning	Zoning: Agriculture	1.2		
52	Oregon Zoning	Zoning: Agriculture (Range)	29.3	33.6	33.2
53	Malheur County, OR Zoning	Malheur County: Agriculture	1.2		
54	Malheur County, OR Zoning	Malheur County: Agriculture (Range)	29.3	33.6	33.2

Table E-8. Constraints Crossed – Proposed Compare to Segment and Willow Creek and Tub Mountain South Alternatives

	Resource Group	Resource Name	Proposed Compare to Willow Creek and Tub Mountain South Alternatives (BA21-BA19-CL9-MA13-MA14-MA15)	Willow Creek Alternative (BA21-BA19-CL11-MA16-MA14-MA15)	Tub Mountain South Alternative (BA21-CL12-MA15)
			Length in Miles		
		Total Length	**34.3**	**28.7**	**34.7**
1	Cultural Resources	Within 1200ft Historic Trail Buffer			2.7
2	Cultural Resources	Intact Oregon Trail Segment (OR BLM)			2.9
3	Cultural Resources	Oregon Trail Brochure - Trailrut			0.5
4	Fish and Wildlife	ODFW Sage-grouse Habitat: Core Area	20.4	15.5	6.7
5	Fish and Wildlife	ODFW Sage-grouse Habitat: Core Area Low Density	13.9	6.0	1.9
6	Fish and Wildlife	ODFW Sage-grouse Lek 2-mile Buffer (OR 2011): Occupied Pending	3.2		
7	Fish and Wildlife	ORBIC Sage-grouse	3.6		
8	Fish and Wildlife	ODFW Big Game Deer Winter Range	20.2	23.6	31.2
9	Fish and Wildlife	ODFW Big Game Elk Winter Range	29.6	19.7	18.3
10	Fish and Wildlife	USU Mule Deer Winter Concentration	0.6	0.6	1.6
11	Fish and Wildlife	USU Mule Deer Winter Range	0.6	0.6	10.0
12	Fish and Wildlife	USU Mule Deer Year Round Population	33.8	28.2	24.7
13	Fish and Wildlife	ODFW wildlife linkage range - Whitetailed Jackrabbit	10.6		
14	Fish and Wildlife	ODFW wildlife linkage range buffers - Elk	1.6		
15	Fish and Wildlife	ODFW wildlife linkage range buffers - Mule Deer	1.6	1.1	1.1
16	Fish and Wildlife	ODFW wildlife linkage range buffers - Pronghorn Antelope	1.6		
17	Fish and Wildlife	ODFW wildlife linkage range buffers - White-tailed Jackrabbit	1.6		
18	Fish and Wildlife	ODFW wildlife linkage priority total rank - 4		1.1	
19	Fish and Wildlife	ODFW wildlife linkage priority total rank - 5	1.6		1.1
20	Fish and Wildlife	Sage-grouse Action Area: Bully Creek	16.0	4.8	1.4
21	Fish and Wildlife	Sage-grouse Action Area: Cow Valley	16.9	12.6	
22	Land Use	Exclusive Farm Use Zone/Multiple Use Range Zone	6.9	5.7	8.3
23	Land Use	USDA Cropland	0.0	2.0	2.8
24	Land Use	Military Training Route	4.6		
25	Land Use	The Nature Conservancy: Portfolio	3.2	2.3	12.9
26	Land Use	Grazing Allotment (OR Mgmt Category: C)	10.0	3.8	1.9
27	Land Use	Grazing Allotment (OR Mgmt Category: I)	10.1	14.0	19.7
28	Land Use	Grazing Allotment (OR Mgmt Category: M)	9.3	0.8	5.4

Table E-8. Constraints Crossed – Proposed Compare to Segment and Willow Creek and Tub Mountain South Alternatives (continued)

	Resource Group	Resource Name	Proposed Compare to Willow Creek and Tub Mountain South Alternatives (BA21-BA19-CL9-MA13-MA14-MA15)	Willow Creek Alterantive (BA21-BA19-CL11-MA16-MA14-MA15)	Tub Mountain South Alternative (BA21-CL12-MA15)
			Length in Miles		
29	Land Use	SEORMP ROS Roaded Natural	2.8		0.8
30	Land Use	SEORMP ROS Rural	2.4	12.0	3.5
31	Land Use	SEORMP ROS Semiprimitive Motorized	13.8	10.9	21.8
32	Land Use	SEORMP ROS Semiprimitive Non-motorized	8.4		2.9
33	Land Use	Vale District Off-Highway Vehicle: Limited to Existing Routes		7.3	14.7
34	Land Use	Wildland Urban Interface (ID)			2.8
35	Land Use	Wildland Urban Interface (OR)	27.4	23.9	29.4
36	Land Use	Fire Management Unit (OR)	34.3	28.7	34.7
37	Land Use	Fire Management Zone (OR)	34.3	28.7	34.7
38	Ownership	Bureau of Land Management	19.4	14.5	25.6
39	Ownership	Private Land	12.0	14.3	9.1
40	Ownership	State Land	3.0		
41	Geological Resources	Erosion Hazard: High (NRCS Soil Data)	0.5	1.7	3.6
42	Geological Resources	Erosion Hazard: Moderate (NRCS Soil Data)	2.2	1.2	2.9
43	Geological Resources	Erosion Hazard: Low (NRCS Soil Data)	4.3	2.9	1.6
44	Geological Resources	Oregon Landslide Feature: Landslide			1.3
45	Geological Resources	Prime Farmland/Arable Land: Soils Class 1-4	2.0	2.9	6.5
46	Geological Resources	OR Subsurface Rights - ALL	25.2	18.3	23.7
47	Geological Resources	OR Subsurface Rights - ALX			1.9
48	Geological Resources	OR Subsurface Rights - NON	9.1	10.4	9.1
49	Other Features	Vale District Utility Corridor	1.7	3.5	10.0
50	Other Features	West-wide Energy Corridor			4.2
51	Other Features	Within 500ft of Pipeline			1.4
52	Visual Resources	BLM Visual Resource Management Class 3 - OR	1.0	1.3	9.1
53	Visual Resources	BLM Visual Resource Management Class 4 - OR	18.4	9.7	14.8
54	Water and Wetlands	Oregon Wetland	0.2	0.1	0.3
55	Water and Wetlands	Oregon Wetland Soils			0.1
56	Water and Wetlands	Oregon Watershed Restoration Inventory Project Area		0.3	
57	Oregon Zoning	Zoning: Agriculture	6.9	5.7	8.3
58	Oregon Zoning	Zoning: Agriculture (Range)	27.4	23.0	26.4
59	Baker County, OR Zoning	Baker County: Exclusive Farm Use	6.9	4.8	5.3
60	Malheur County, OR Zoning	Malheur County: Agriculture		1.0	3.0
61	Malheur County, OR Zoning	Malheur County: Agriculture (Range)	27.4	23.0	26.4

ATTACHMENT B-3
COMPARISON OF WESTERN, CENTRAL, AND EASTERN CORRIDORS

Table B-3-1. Western, Central, and Eastern Resource Comparisons

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1]	Potential OAR 345-021-0010(1)(b)(D) Factors	Western Route	Central Route	Eastern Route
					Length in Miles		
				TOTAL LENGTH	275.1	281.9	298.8
1	Cultural Resources	Burns District Archaeological Site	Avoidance High	vi	0.1	-	-
2		Within 1200ft Historic Trail Buffer	Avoidance Mod	vi	0.5	0.7	5.1
3		Within .5 mi National Register Historic Place Buffer	Avoidance High	vi	0.8	0.8	0.8
4		Intact Oregon Trail Segment (OR BLM)	Avoidance High	vi	0.5	0.3	0.5
5		Oregon Trail Brochure – Trail rut	Avoidance High	vi	-	-	0.5
6	Visual Resources	Viewshed Area (Baker County)	Avoidance High	O[2]	-	-	4.9
7		Within 1200ft Nationally Designated Scenic Byway	Avoidance Mod	O	2.0	2.7	2.0
8		National Forest Visual Quality Objective: Maximum Modification	Opportunity	O	5.3	-	-
9		National Forest Visual Quality Objective: Modification	Avoidance Mod	O	-	7.7	0.4
10		National Forest Visual Quality Objective: Partial Retention	Avoidance High	O	5.3	20.5	3.6
11		National Forest Visual Quality Objective: Retention	Exclusion	O	0.2	1.4	1.4
12		BLM Visual Resource Management Class 2	Avoidance High	O	3.6	3.6	3.6
13		BLM Visual Resource Management Class 3	Avoidance Mod	O	4.9	4.7	4.7
14		BLM Visual Resource Management Class 4	Avoidance Low	O	48.4	35.7	36.3
15	Fish and Wildlife	ODFW Conservation Opportunity Area	Avoidance Low	ii	22.4	40.1	36.3
16		IDFG Focal Area	Avoidance Low	ii	11.0	11.0	11.0
17		ODFW Big Game Deer Winter Range	Avoidance Mod	ii	104.9	101.9	114.7
18		ODFW Big Game Elk Winter Range	Avoidance Mod	ii	105.4	92.9	68.6
19		Pronghorn Antelope Habitat (Boise District, ID)	Avoidance Mod	ii	23.8	23.8	23.8
20		Prineville District Fish Restoration Area	Avoidance Mod	ii	2.1	-	-
21		Prineville District Wildlife Habitat Seasonal Closure Area	Avoidance Mod	ii	49.0	-	-

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1]	Potential OAR 345-021-0010(1)(b)(D) Factors	Western Route	Central Route	Eastern Route
					Length in Miles		
22	Fish and Wildlife (cont.)	Sage-grouse Core Area 1: Sagebrush Habitat (Oregon)	Avoidance Mod	ii	28.2	37.1	56.9
23		Sage-grouse Core Area 2: Potential Habitat (Oregon)	Avoidance Low	ii	117.6	105.6	148.9
24		Sage-grouse Core Area 3: Non-Sagebrush Shrublands and Grasslands (Oregon)	Avoidance Low	ii	65.6	59.2	17.8
25		Within 2-mile Oregon Sage-grouse Lek Buffer (Occupied but Permittable)	Avoidance Mod	ii	-	-	10.0
26		Within 2-mile Oregon Sage-grouse Lek Buffer (Unoccupied)	Avoidance Low	ii	-	-	5.4
27		Within 300ft Special Status Stream: Bull Trout	Avoidance Mod	i	0.4 (3 crossings)	1.0 (8 crossings)	0.1 (1 crossing)
28		Within 300ft Special Status Stream: Chinook Salmon	Avoidance Mod	i	0.2 (2 crossings)	0.1 (1 crossing)	0.1 (1 crossing)
29		Within 300ft Special Status Stream: Coho Salmon	Avoidance Mod	i	-	0.1 (1 crossing)	0.1 (1 crossing)
30		Within 300ft Special Status Stream: Cutthroat Trout	Avoidance Mod	i	0.5 (4 crossings)	-	-
31		Within 300ft Special Status Stream: Red Band Trout	Avoidance Mod	i	2.5 (19 crossings)	-	-
32		Within 300ft Special Status Stream: Steelhead	Avoidance Mod	i	2.4 (18 crossings)	0.4 (3 crossings)	0.6 (5 crossings)
33		Wild Horse and Burro Area (OR BLM)	Avoidance Low	i	5.3	-	-

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1]	Potential OAR 345-021-0010(1)(b)(D) Factors	Western Route	Central Route	Eastern Route
					Length in Miles		
34	Land Use	Cropland/Irrigated Agriculture	Avoidance High	o	9.8	9.2	17.8
35		Exclusive Farm Use Zone/Multiple Use Range Zone	Avoidance High	viii	105.5	103.3	162.9
36		Grazing Allotment – ID	Avoidance Low	NA[3]	20.1	20.1	20.1
37		Grazing/Pasture – OR	Avoidance Low	O	92.5	90.7	114.3
38		Naval Weapons System Training Facility	Avoidance Mod	O	-	-	9.1
39		Forested Land: Private	Avoidance Mod	O	19.5	29.3	17.9
40		Forested Land: Public	Avoidance Mod	O	38.4	28.9	4.3
41		National Forest Old Growth Forest Stand	Exclusion	ii	2.7	-	-
42		Area of Critical Environmental Concern	Avoidance High	v	3.7	3.7	3.7
43		Prineville District Lands Proposed for Acquisition by BLM	Avoidance Low	O	12.5	-	-
44		Prineville District Noxious Weeds	Avoidance Low	O	2.7	-	-
45		Prineville District Off-Highway Vehicle: Limited Use	Avoidance Low	O	3.2	-	-
46		Vale District Off-Highway Vehicle: Limited to Designated Routes	Avoidance Low	O	5.4	5.4	5.4
47		Vale District Off-Highway Vehicle: Limited to Existing Routes	Avoidance Low	O	11.6	8.6	8.6
48		Oregon State Park	Exclusion	v	-	0.2	0.2
49		Morrow County Park	Exclusion	v	0.5	-	-
50		Virtue Flat OHV Park	Avoidance Mod	v	-	-	0.1
51		Special Recreation Management Area (Malheur Resource Management Area, Vale District, OR)	Avoidance Mod	v	3.7	3.7	3.7
52		Prineville District Special Recreation Management Area	Avoidance Mod	O	4.9	-	-
53		The Nature Conservancy: Portfolio	Avoidance Mod	O	75.5	83.6	86.1
54		Wind Farm Boundary	Avoidance High	O	1.3	1.3	-
55		Wind Turbine 1200ft Buffer Zone	Avoidance Mod	O	0.3	0.3	-

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1]	Potential OAR 345-021-0010(1)(b)(D) Factors	Western Route	Central Route	Eastern Route
					Length in Miles		
56	Land Use (cont.)	Proposed Wilderness Study Area (ONDA)	Avoidance Mod	O	45.4	15.0	15.0
57		Lands with Wilderness Characteristics (OR BLM)	Avoidance Mod	O	5.0	-	-
58	Ownership	Bureau of Land Management	Avoidance Low	O	67.6	54.3	63.6
59		Bureau of Reclamation	Avoidance Low	O	0.3	0.3	0.3
60		Military Land	Avoidance Low	O	-	-	8.1
61		Private	Avoidance Low	O	137.6	173.6	197.6
62		State Land	Avoidance Low	O	2.2	-	0.1
63		U.S. Forest Service	Avoidance Low	O	43.5	29.9	5.4
64	Geological Resources	Erosion Hazard: High (Prineville District, OR)	Avoidance Mod	vii	24.4	-	-
65		Erosion Hazard: High (NRCS Soil Data – Grant Co, OR data NA)	Avoidance Mod	vii	31.9	53.4	39.3
66		Erosion Hazard: Moderate (NRCS Soil Data – Grant Co, OR data NA)	Avoidance Mod	vii	22.9	39.3	88.9
67		Erosion Hazard: Low (NRCS Soil Data – Grant Co, OR data NA)	Avoidance Low	vii	37.6	41.7	75.2
68		Idaho Landslide Susceptibility: Low	Avoidance Low	vii	23.8	23.8	23.8
69		Within 500ft of Fault Line	Avoidance Low	vii	13.6	11.5	13.6
70		U.S. Geological Survey Active Mining Area	Avoidance High	vii	0.2	-	0.1
71		Prime Farmland/Arable Land: Soils Class 1-4	Avoidance Mod	vii	62.7	125.9	155.7
72		Oregon Landslide Feature: Fan	Avoidance Mod	vii	-	5.3	-
73		Oregon Landslide Feature: Landslide	Avoidance Mod	vii	11.4	5.7	4.2
74		Oregon Landslide Feature: Talus-Colluvium	Avoidance Mod	vii	5.5	3.2	1.4
75	Slope	Slope 0-15%	Opportunity	vii	152.3	177.0	215.7
76		Slope 15-25%	Avoidance Low	vii	63.8	48.8	48.3
77		Slope 25-35%	Avoidance Mod	vii	35.4	28.1	19.8
78		Slope >35%	Avoidance High	vii	23.5	28.0	14.9

Resource Group		Regulatory Criteria Description	Permitting Difficulty[1]	Potential OAR 345-021-0010(1)(b)(D) Factors	Western Route	Central Route	Eastern Route
					Length in Miles		
79	Water and Wetlands	Floodplain: Area Not Mapped	Avoidance Low	i	3.6	41.5	54.0
80		Floodplain: Not in Flood Zone	Avoidance Low	i	60.6	82.3	83.2
81		Floodplain: Zone A	Avoidance Mod	i	0.7	1.2	0.3
82		National Wetland Inventory	Avoidance Mod	i	0.4	0.7	0.7
83		Oregon Watershed Restoration Inventory Project (within 500ft Buffer of linear feature)	Avoidance Mod	i	0.5	-	-
84		Oregon Watershed Restoration Inventory Project Area	Avoidance Low	i	3.0	-	2.2
85	Other Features	Within 200ft of Existing Pipeline	Opportunity	O	0.1	1.2	1.7
86		Vale District Utility Corridor	Opportunity	iii	3.1	5.9	3.4
87		West-wide Energy Corridor	Opportunity	iii	19.9	19.9	19.9
88		National Forest Utility Corridor	Opportunity	iii	-	5.4	5.4
89		Parallel to Existing Transmission Line	Opportunity	iii	46.3	58.4	105.0

Notes:
[1] For explanation of Permitting Difficulty categories, see Attachment B-1, Section 3.1, Table 3.1-1.
[2] O – Other than one of the eight factors under OAR 345-021-0010(1)(b)(D)
[3] NA – Not Applicable
BLM – Bureau of Land Management; ft – foot; NRCS – Natural Resources Conservation Service; OAR – Oregon Administrative Rules; Oregon Natural Desert Association

ATTACHMENT B-4
2015 SUPPLEMENTAL SITING STUDY

Boardman to Hemingway Transmission Line Project 2015 Supplemental Siting Study

Prepared By

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November 2015

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Acronyms and Abbreviations

ACEC	area of critical environmental concern
BLM	Bureau of Land Management
Bombing Range	Naval Weapons System Training Area
BPA	Bonneville Power Administration
CAP	Community Advisory Process
DEIS	Draft Environmental Impact Statement
EBRR Route	East of Bombing Range Road Alternative
EFSC	Energy Facility Siting Council
IPC	Idaho Power Company
kV	kilovolt
NHOTIC	National Historic Oregon Trail Interpretive Center
ODFW	Oregon Department of Fish and Wildlife
pASC	preliminary Application for Site Certificate
PGE	Portland General Electric
PPH	Preliminary Preferred Habitat
Project	Boardman to Hemingway Transmission Line Project
RMP	Resource Management Plan
ROW	right-of-way
USFS	U.S. Department of Agriculture Forest Service
WAGS	Washington ground squirrel
WBRR Route	West of Bombing Range Road Route

1 INTRODUCTION

This 2015 Supplemental Siting Study addresses the changes to the proposed and alternate routes for the Boardman to Hemingway Transmission Line Project (Project) that have been developed since May 2012, when Idaho Power Company (IPC) completed its 2012 Supplemental Siting Study. The 2012 Supplemental Siting Study formed the basis for IPC's preliminary Application for Site Certificate (pASC) in February 2013. Since the 2012 Supplemental Siting Study and filing of the pASC, the Project has undergone some macro (major) and micro (minor) route adjustments. The macro changes include the addition of alternates and the determination not to carry some alternates and stations forward into the Amended pASC; the micro changes include making minor line and road location adjustments to avoid sensitive resources, reduce redundancy of project features, and improve the preliminary engineering design. Section 2 explains why IPC modified the Project following filing of its 2013 pASC. Section 3 describes the macro changes (Section 3.1) and the micro changes (Section 3.2)

2 REASONS FOR FURTHER SITING STUDY

After filing the pASC for the Project in 2013, IPC performed additional analysis and revision to the Project. The primary factors driving the need for modifying the Project included:

- The Bureau of Land Management's (BLM) identification of an environmentally- and agency-preferred alternative that included several segments not analyzed in the pASC;
- Formal guidance from the Oregon Department of Fish and Wildlife (ODFW) regarding its interpretation of its Habitat Mitigation policy and sage-grouse guidance;
- Further coordination with stakeholders in the Boardman, Oregon area;
- Continued engineering to minimize impacts and improve design;
- Response to agency comments; and
- Route refinements by IPC due to engineering analysis and further coordination with partners regarding the northern terminus of the Project.

2.1 BLM's Environmentally and Agency Preferred Alternative

In December 2014, BLM released its Draft Environmental Impact Statement (DEIS), identifying its Environmentally Preferred Alternative and Agency Preferred Alternative, both of which were the same alignment (outlined in Table 3.1-1). The key resource criteria BLM identified were:

- Cultural resources, including historic trails, visual impacts on historic properties, and prehistoric archaeological sites
- Fish presence and stream crossings
- Native vegetation and forest and riparian habitats;
- Overall visibility from key observations points, and BLM and U.S. Department of Agriculture Forest Service (USFS) visual management objectives and criteria
- Greater sage-grouse, big-game winter range, raptors, special status species, and sensitive species

BLM selected the Agency Preferred Alternative that it believed will fulfill the statutory mission and responsibilities of the relevant agencies, including giving consideration to economic,

environmental, technical, and other factors. In addition to the resource criteria listed above, BLM considered the following:

- Certain sensitive areas (Areas of Critical Environmental Concern, lands with wilderness characteristics, and wild and scenic suitable rivers);
- Agriculture;
- Use of corridors (West-wide Energy Corridor, BLM Vale District corridor, and USFS corridors; proximity to existing roads including Interstate 84; adjacency to existing transmission lines);
- Socioeconomics; and
- Technical and other considerations (military operations, constructability, and Resource Management Plan (RMP) and USFS plan conformance)

2.2 Oregon Department of Fish and Wildlife Comments

By letter dated August 23, 2013, ODFW raised concerns regarding certain portions of the Project set forth in the pASC that impacted Category 1 sage-grouse habitat, including the Community Advisory Process (CAP)-developed Virtue Flat, Brogan, and Durkee routes. Due to ODFW's concerns and other considerations, those three segments are not carried forward in the Amended pASC.

2.3 IPC Developed Changes

Since submittal of the pASC, IPC performed more detailed engineering analyses that resulted in route adjustments and changes to avoid sensitive resources as well as improve constructability. In coordination with permitting partners PacifiCorp and Bonneville Power Administration (BPA) and other stakeholders, IPC also added a new route to the northern terminus of the Project, and eliminated the Grassland and Horn Butte stations (and the routes that led to those stations) because they no longer meet the objectives of the Project.

3 ROUTE MODIFICATIONS

3.1 Macro Changes by County

This section describes changes to the proposed corridor and alternate corridor segments by county that have been identified since the 2012 Supplemental Siting Study.

The naming convention and map labeling identifies IPC's EFSC Proposed Route and BLM's preferred alternative in red, IPC's EFSC alternate route segments in green, the BLM alternatives not selected by the agency in blue, and routes that will not be analyzed in the Amended pASC in purple (see Table 3.1-1). Figures in this section show an overview of the route locations and details of the route adjustments between 2012 and 2015. Tables in this section compare the constraints between the Proposed Route and alternate route segments.

Table 3.1-1. Summary of the EFSC and NEPA Status of the Routes and Stations Considered in the pASC or Amended pASC

Route/Station Originator	Route/Station Designation	EFSC Status	Status in DEIS
Morrow County			
IPC	Proposed Route (includes West of Bombing Range Road Route and Longhorn Station)	Proposed Route and Station	The portion of the Proposed Route on the west side of Bombing Range Road was not considered in the DEIS; however, the southern portion of the Proposed Route from approximately Bombing Range Road to the Umatilla County border was included as part of BLM's Preferred Alternative. Longhorn Station was also part of BLM's Preferred Alternative
IPC	East of Bombing Range Road Route and Longhorn Station/Longhorn Variation	Not Analyzed in Amended pASC	BLM's Preferred Alternative
IPC	Longhorn Alternative and Longhorn Station	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
IPC	Grassland Route and Grassland Station (formerly the Proposed Route)	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
IPC	Horn Butte Alternative and Horn Butte Station	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
Umatilla County			
IPC	Proposed Route	Proposed Route	BLM's Preferred Alternative
Union County			
IPC	Proposed Route	Proposed Route	BLM's Preferred Alternative
BLM	Timber Canyon Alternative	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
IPC	Glass Hill Alternative	Not Analyzed in Amended pASC	Considered But Not Selected by BLM

Route/Station Originator	Route/Station Designation	EFSC Status	Status in DEIS
Baker County			
IPC	Proposed Route (includes 138/69-kv Rebuild, Burnt River Mountain Alternative, Flagstaff Alternative and 230-kV Rebuild, and Tub Mountain Alternative)	Proposed Route	BLM's Preferred Alternative
BLM	Timber Canyon Alternative	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
BLM	Flagstaff Alternative including 230-kV Rebuild	Proposed Route	BLM's Preferred Alternative
IPC	Virtue Flat Route (formerly the Proposed Route)	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
BLM	Burnt River Mountain Alternative	Proposed Route	BLM's Preferred Alternative
IPC	Durkee Route (formerly the Proposed Route)	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
IPC	138/69-kV Rebuild	Proposed Route	BLM's Preferred Alternative
BLM	Tub Mountain South Alternative	Proposed Route	BLM's Preferred Alternative
IPC	Brogan Route (formerly the Proposed Route)	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
IPC	Willow Creek Alternative	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
Malheur County			
IPC	Proposed Route	Proposed Route	BLM's Preferred Alternative
IPC	Brogan Route (formerly the Proposed Route)	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
IPC	Willow Creek Alternative	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
IPC	Double Mountain Alternative	Alternate Route Segment	Considered But Not Selected by BLM
BLM	Malheur A Alternative	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
IPC	Malheur S Alternative Corridor	Not Analyzed in Amended pASC	Considered But Not Selected by BLM
Owyhee County, Idaho			
IPC	Proposed Route and Substation	N/A (outside EFSC jurisdiction)	Preferred Alternative

BLM – Bureau of Land Management
EFSC – Energy Facility Siting Council
IPC – Idaho Power Company
N/A – not applicable
NEPA – National Environmental Policy Act
pASC – preliminary Application for Site Certificate

3.1.1 Morrow County, Oregon

3.1.1.1 Proposed Station and Route

The Proposed Route and termination point in Morrow County consists of the West of Bombing Range Road Route and Longhorn Station, respectively. IPC is not proposing in the Amended pASC any alternate routes in Morrow County.

3.1.1.1.1 Proposed Longhorn Station

The termination point for the Project is the proposed Longhorn Station in the Boardman area (Figure 3.1-1). The Longhorn Station will be located on land zoned for Port Industrial use near existing transmission lines, between multiple interconnected stations and large generation sources. The Longhorn Station will provide interconnection into the existing transmission system providing access into the Mid-Columbia market. The Amended pASC contemplates that BPA or IPC would develop the Longhorn Station.

3.1.1.1.2 West of Bombing Range Road Route

The Proposed Route, also referred to as the West of Bombing Range Road Route (WBRR Route), is IPC's Proposed Route through Morrow County. The WWRR Route is located along the eastern edge of the Naval Weapons Systems Training Facility Boardman (Bombing Range) and the western edge of Bombing Range Road. Heading south and west out away from the Longhorn Station, the WBRR Route crosses onto the Bombing Range to the west side of Bombing Range Road at approximately transmission line milepost 2.7, and runs parallel to Bombing Range Road on the west side for 9.4 miles. The WBRR Route then crosses the Bombing Range Road again to the east and then turns south for approximately 3.8 miles. The WBRR Route is partially located on land owned by the Department of the Navy and may impact Washington ground squirrel (WAGS) habitat. The Proposed Route then continues south and east toward Umatilla County (Figure 3.1-1).

The path to the Longhorn Station is highly constrained with significant agricultural operations, WAGS colonies and habitat, and Department of the Navy-managed lands and avigation easement restrictions in the vicinity. The WBRR Route was sited to minimize impacts to agriculture and included micrositing to avoid WAGS and other existing infrastructure (a buried water pipeline, two existing transmission lines, and the Bombing Range flight operations). Due to these constraints, the preferred right-of-way (ROW) for the WBRR Route is to be built in the existing BPA 69-kilovolt (kV) transmission line ROW. The existing 69-kV line will be removed, and UEC and BPA have agreed in principle to develop a strategy to maintain electric service to the area. The site boundary for the WBRR Route includes land on the east side of Bombing Range Road, extending approximately 250 feet east from the eastern edge of the road.

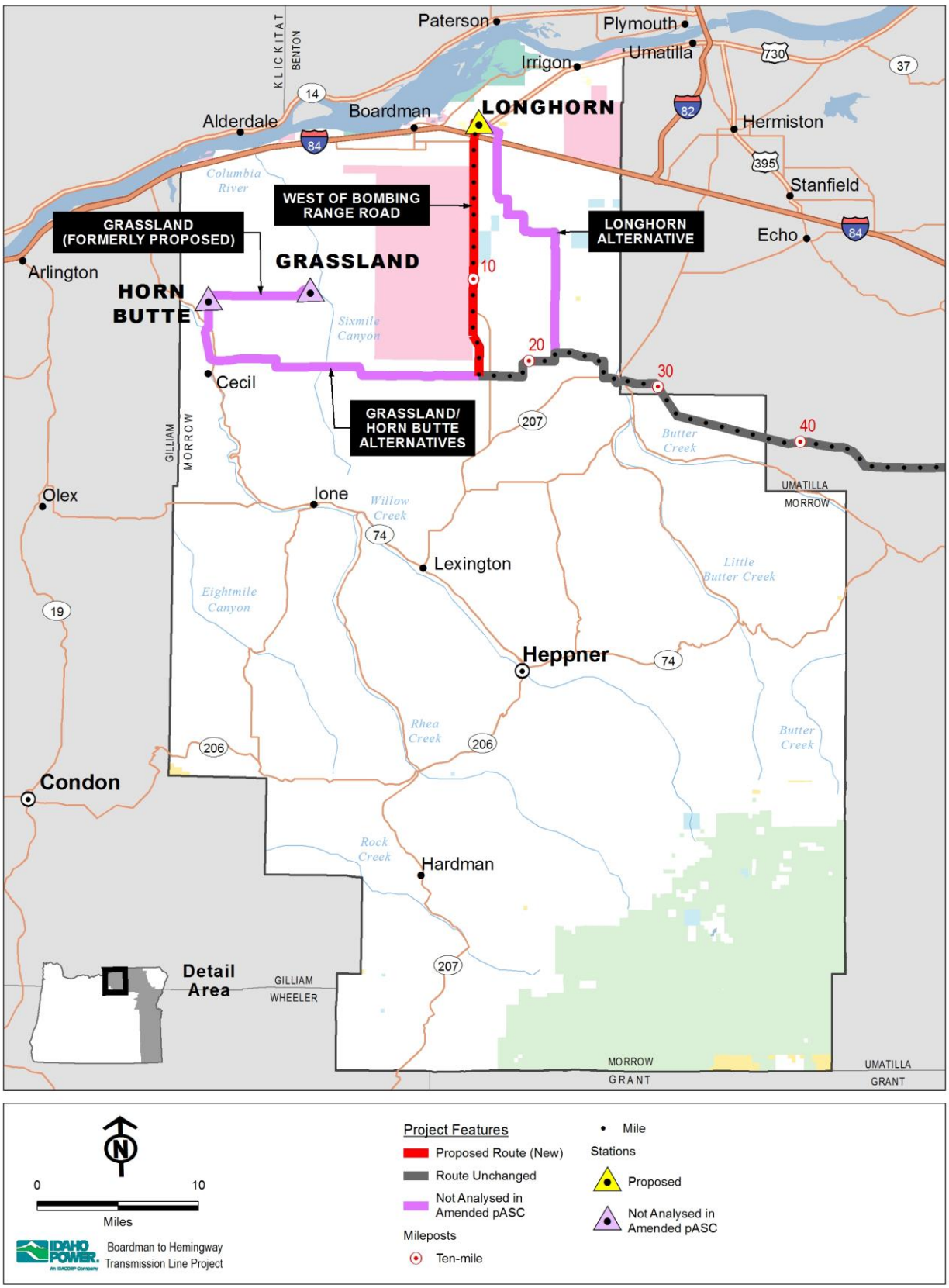

Figure 3.1-1. Changes in Morrow County Between 2012 and 2015

3.1.1.2 Routes Not Included in the Amended pASC

3.1.1.2.1 Grassland and Horn Butte Station Routes

At the time of the pASC, other transmission development projects were being proposed in the Pacific Northwest that influenced IPC's northern terminus location options for the Project. Portland General Electric's ("PGE") Cascade Crossing 500-kV project was of particular note. In fact, in 2008, Idaho Power and PGE executed a Memorandum of Understanding concerning Boardman Area transmission development, with the intent of sharing development plans and developing facilities collaboratively to assist each company in fulfilling their respective service and system reliability obligations. The proposed Grassland Station was contemplated as an interconnection point between the two projects that could help each company with their respective project objectives. The proposed Horn Butte Station was introduced as an alternative location to connect to the Cascade Crossing project.

However, since the pASC, the transmission development landscape has changed. Several of the development projects under consideration during the time of pASC have subsequently been cancelled. Notably, in 2013, PGE indefinitely suspended the Cascade Crossing project.

In the absence of Cascade Crossing, the Grassland and Horn Butte station routes do not meet the Project objectives. Neither the Grassland nor Horn Butte stations would provide the required approximate 1,000 MW of bi-directional capacity and up to 1,500 MW of actual power flow capability. Therefore, the Grassland and Horn Butte station routes are not analyzed in the Amended pASC.

3.1.1.2.2 Longhorn Alternative

The Longhorn Alternative, leading to the Longhorn Station, was developed as an alternative to the Grassland and Horn Butte stations and routes. Because BLM did not choose the Longhorn Alternative as the agency's preferred alternative route leading to the Longhorn Station, the Longhorn Alternative is not analyzed in the Amended pASC.

3.1.1.2.3 East of Bombing Range Road Route/Longhorn Variation

The East of Bombing Range Road Route (EBRR Route) or Longhorn Variation is a 9.4-mile segment located predominantly on private land in Morrow County. Heading south and west out away from the termination point at the Longhorn Station, the EBRR Route departs from the WBRR Route at approximately transmission line milepost 2.7 and continues along the east side of Bombing Range Road. The EBRR Route parallels Bombing Range Road for 9.4 miles before it rejoins the WBRR Route (Figure 3.1-1). The EBRR Routee is located predominantly on private land, will have agricultural impacts, and may impact WAGS habitat. The EBRR Route was chosen by BLM in the Draft EIS as part of the Agency and Environmentally Preferred Alternatives.

Since the pASC, IPC engaged with the local community regarding potential impacts to agricultural operations and flight operations at the Bombing Range regarding the EBRR Route. IPC determined that the WBRR Route, and not the EBRR Route, is the company's preferred route to the Longhorn Station. Accordingly, the EBRR Route, as it was proposed in the pASC, is not analyzed in the Amended pASC. Even so, the site boundary for the WBRR Route includes land on the east side of Bombing Range Road (see Section 3.1.1.1.2 above). Umatilla County, Oregon

The portion of the Proposed Route occurring in Umatilla County was selected in the Draft EIS as part of BLM's Agency and Environmentally Preferred Alternatives. That portion of the Project

has not changed since the pASC. IPC is not proposing in the Amended pASC any alternate routes in Umatilla County.

3.1.2 Union County, Oregon

3.1.2.1 Proposed Route

The portion of the Proposed Route located in Union County was selected as part of BLM's Agency and Environmentally Preferred Alternatives. IPC is not proposing in the Amended pASC any alternate routes in Union County.

3.1.2.2 Routes Not Included in the Amended pASC

3.1.2.2.1 Glass Hill Alternative

The Glass Hill Alternative is not being carried forward from the pASC into the Amended pASC because the Proposed Route has fewer deep drainages and stream crossings than the Glass Hill Alternative and parallels an existing 230-kV transmission line with an existing developed road system (see Figure 3.1-2). Additionally, the Glass Hill Alternative has steep terrain and would require the development of a new road system.

3.1.2.2.2 Timber Canyon Alternative

The Timber Canyon Alternative, which was to occur in Union and Baker counties, also will not be carried forward into the Amended pASC. Since it was most closely associated with resources in Baker County, it is discussed in more detail below in Section 3.1.4.

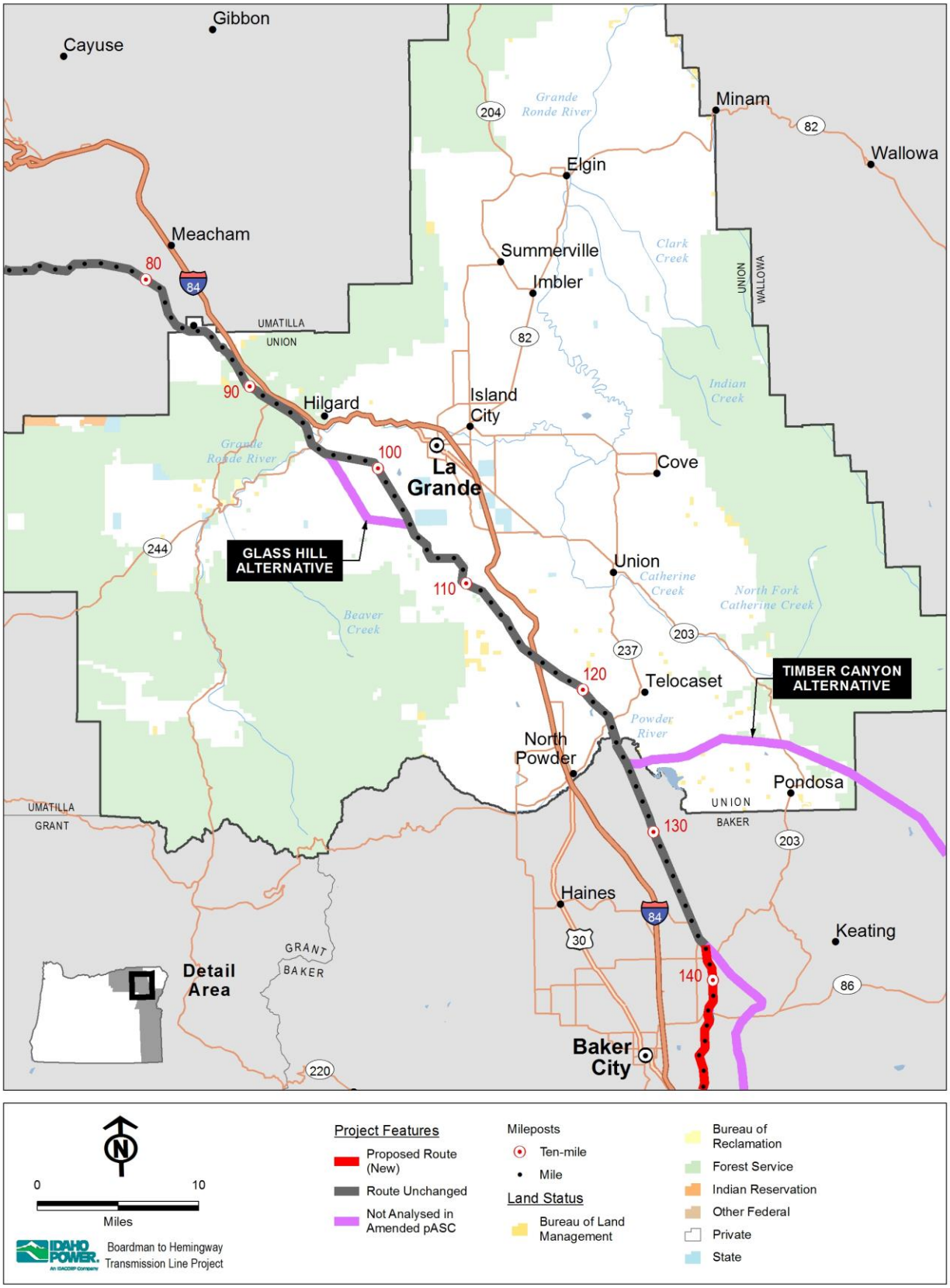

Figure 3.1-2. Changes in Union County Between 2012 and 2015 (Glass Hill Alternative)

3.1.3 Baker County, Oregon

3.1.3.1 Proposed Route

The portion of the Proposed Route located in Baker County was selected as part of BLM's Agency and Environmentally Preferred Alternatives and includes the Flagstaff Alternative, Burnt River Mountain Alternative, and Tub Mountain South Alternative. IPC is not proposing in the Amended pASC any alternate routes in Baker County.

3.1.3.1.1 Flagstaff Alternative

The Proposed Route in Baker County includes the Flagstaff Alternative, which is 14.1 miles long and located to the west of the National Historic Oregon Trail Interpretive Center (NHOTIC). The Flagstaff Alternative will necessitate the relocation of a 0.9-mile segment of the existing 230-kV IPC transmission line slightly to the east between two hilltops just south of State Highway 86. The 230-kV relocation is located on privately-owned land. The Flagstaff Alternative crosses 0.3 miles of BLM-managed land and 13.8 miles of privately owned land. The BLM identified the Flagstaff Alternative as part of its Agency and Environmentally Preferred Alternatives.

IPC initially developed a route similar to the Flagstaff Alternative to be located on the valley floor just west of the NHOTIC in Baker City, Oregon, for its 2008 Notice of Intent to Apply for a Site Certificate and federal ROW application. Members of the public in the Baker Valley area raised serious concerns about the proposed location of the Project in the scenic viewshed looking west from NHOTIC. During the CAP, the public identified the BLM-managed lands east of NHOTIC as an alternative location for the Project that would minimize impacts to both the NHOTIC viewshed and irrigated agriculture on the Baker Valley floor. Based on this input from the CAP, IPC developed the Virtue Flat Route as discussed in the 2012 Supplemental Siting Study.

In mid-2013, the BLM identified the Flagstaff Alternative as its preliminary Environmentally Preferred Alternative in the Baker Valley. BLM developed the Flagstaff Alternative to address effects on greater sage-grouse Preliminary Preferred Habitat (PPH) and visual impacts to the NHOTIC, Oregon Trail segments, and the Baker Valley.

3.1.3.1.2 Burnt River Mountain Alternate Proposed Corridor Segment

The Burnt River Mountain Alternative is part of the Proposed Route in Baker County. It was developed by BLM as a sage-grouse habitat avoidance route. BLM selected the Burnt River Mountain Alternative as part of its Agency and Environmentally Preferred Alternatives.

3.1.3.1.3 Tub Mountain South Alternative

Since the Tub Mountain Alternative is most closely associated with resources in Malheur County, it is discussed below in Section 3.1.5.

3.1.3.2 Routes Not Included in the Amended pASC

3.1.3.2.1 Virtue Flat Route

The Virtue Flat Route crosses BLM-managed sagebrush steppe to the east of the NHOTIC in Baker City, Oregon.

From the outset, IPC has known that the route through Baker and other Oregon counties would need to be consistent with the Energy Facility Siting Council (EFSC or Council) fish and wildlife habitat standard, providing that the Project need avoid impacts to "Category 1" fish and wildlife habitat. When the route was developed in 2010, the ODFW policy regarding sage-grouse habitat designated leks and 2-mile "lek buffers" as Category 1 habitat, and the Virtue Flat Route was developed to avoid the viewshed to the west of the NHOTIC while skirting the edge of

Category 1 sage-grouse habitat (2-mile lek buffers) immediately to the east of the NHOTIC. Since IPC identified the Virtue Flat Route as its Proposed Route in the pASC, several significant changes in sage-grouse policy have occurred on both the state and federal level:

Oregon Department of Energy/ODFW

ODFW designated a vast expanse of land, including much of the area affected by the Virtue Flat Route east of the NHOTIC, as Category 1 Core Area, requiring avoidance under the EFSC fish and wildlife habitat standard.

BLM

BLM designated much of the Core Area identified by ODFW as PPH for sage-grouse. The BLM is still in the process of evaluating whether it may grant ROW authorizations on PPH and, if so, how much disturbance may be authorized. BLM guidance should be finalized once a record of decision is made on the proposed resource management plan amendment. See the Oregon Sub-Region Greater Sage-Grouse Final Resource Management Plan Amendment/EIS (BLM 2013; comment period closed June 29, 2015).

BLM has indicated to IPC that there is virtually no possibility that BLM would grant a ROW authorization for the Virtue Flat Route. BLM did not select the Virtue Flat Route as the Agency or Environmentally Preferred Alternative.

For the foregoing reasons, the Virtue Flat Route will not be analyzed in the Amended pASC.

3.1.3.2.2 Timber Canyon Alternative

IPC did not analyze the Timber Canyon Alternative in the pASC. BLM developed the Timber Canyon Alternative to avoid ODFW-designated Core Area sage-grouse habitat (Figure 3.1-3) in Baker and Union counties. The Timber Canyon Alternative leaves the Proposed Route near North Powder and heads east, turning southeast near the community of Medical Springs and rejoining the Proposed Route southeast of the town of Durkee. While this alternative appears to resolve the visual concerns near the NHOTIC and avoids Core Area sage-grouse habitat, it would require nearly 62 miles of new ROW, with about 18 miles located on USFS-managed lands in steep terrains and would come within one mile of the community of Medical Springs, where significant landowner concerns have been expressed. The USFS has concerns with the route because it crosses several miles of lands designated as having visual quality objectives of partial retention and retention, big game winter range, and lands with historic mining sites. BLM did not choose the Timber Canyon Alternative as the Agency or Environmentally Preferred Alternative. The Timber Canyon Alternative will not be analyzed in the Amended pASC.

3.1.3.2.3 Durkee Route

The Durkee Route was initially developed with the intention of aggregating disturbance from the Project transmission line with existing transmission lines on the north side of Interstate 84 (see Figure 3.1-3). The Durkee Route had 6.9 miles of transmission line and new or improved access road occurring within sage-grouse Core Area habitat. BLM developed the Burnt River Mountain Alternative as an alternative to the Durkee Route to avoid sage-grouse Core Area Habitat. BLM selected the Burnt River Mountain Alternative over the Durkee Route as part of its Agency and Environmentally Preferred Alternatives. The Durkee Route will not be analyzed in the Amended pASC.

3.1.3.2.4 Willow Creek Alternative

The Willow Creek Alternative is most closely associated with resources in Malheur County. Therefore, it is discussed below in Section 3.1.5.

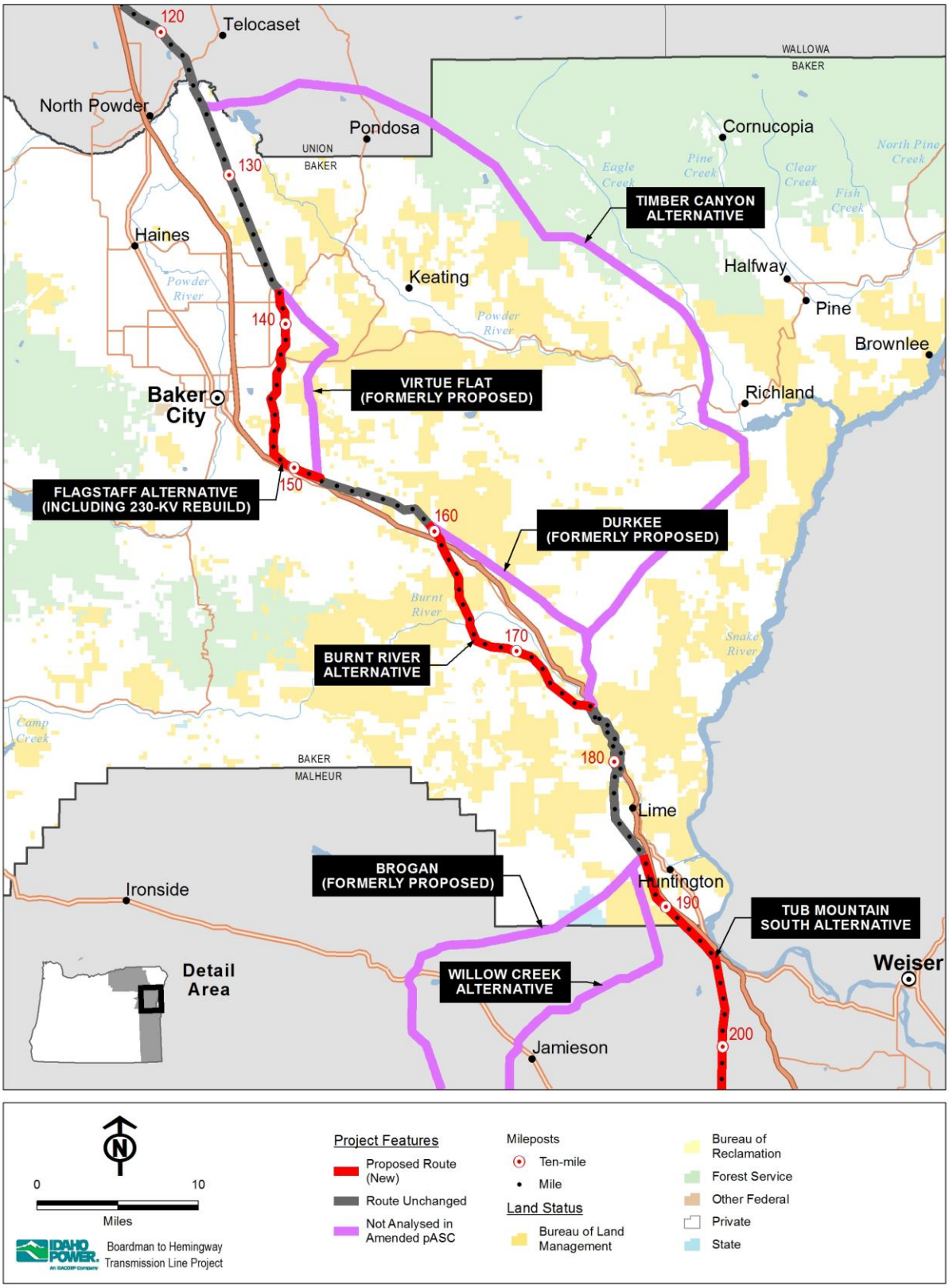

Figure 3.1-3. Changes in Baker County Between 2012 and 2015 (Timber Canyon Alternative, Virtue Flat Route, and Durkee Route)

3.1.4 Malheur County, Oregon

3.1.4.1 Proposed Route

The portion of the Proposed Route located in Malheur County was selected as part of BLM's Agency and Environmentally Preferred Alternatives and includes the Tub Mountain South Alternative. The Double Mountain Alternative is presented in the Amended pASC as an alternate to the Proposed Route in Malheur County.

3.1.4.1.1 Tub Mountain South Alternative

The Proposed Route in Malheur County includes the Tub Mountain South Alternative, which was developed by BLM in May of 2012 to address avoidance of ODFW designated core sage-grouse habitat. The Tub Mountain South Alternative skirts the perimeter of sage-grouse Core Area habitat and does not impact any sage-grouse lek sites. BLM selected the Tub Mountain South Alternative as part of its Agency and Environmentally Preferred Alternatives.

3.1.4.2 Double Mountain Alternative

The Double Mountain Alternative is presented in the Amended pASC as an alternate to the Proposed Route in Malheur County. The Double Mountain Alternative was initially developed in response to community concerns and requests from the public to maximize the use of public land. The Double Mountain Alternative crosses 6.2 fewer miles of private land; however, the public land that it crosses includes a wilderness characteristic unit. Although BLM did not select the Double Mountain Alternative as its Agency or Environmentally Preferred Alternative, BLM indicated in a January 30, 2014 meeting that it is still considering the Double Mountain Alternative for ROW authorization. Accordingly, IPC will analyze the Double Mountain Alternative in the Amended pASC. Table 3.1-2 compares the Double Mountain Alternative to the Proposed Route.

3.1.4.3 Routes Not Included in the Amended pASC

3.1.4.3.1 Brogan Route

The Brogan Route was sited to avoid known sage-grouse leks. When the route was originally developed in 2010, ODFW policy regarding sage-grouse habitat required avoidance of leks and a 2-mile lek buffer. Field surveys conducted in 2010 for sage-grouse documented the occurrence of additional lek sites within 2 miles of the Brogan Route. In 2011, ODFW developed a new conservation plan for the protection of sage-grouse and their habitat within Oregon (ODFW 2011). The plan utilizes a Core Area approach to protect sage-grouse habitats by establishing Core Areas and Low-Density Areas of habitat. The plan defined Core Areas as Category 1 habitat under ODFW's Fish and Wildlife Habitat Mitigation Policy (Oregon Administrative Rules 635-415-0025). The BLM did not select the Brogan Alternative as the Agency or Environmentally Preferred Alternative because of the potential impact to sage-grouse Core Area habitat. The Brogan Route will not be analyzed in the Amended pASC (Figure 3.1-4).

3.1.4.4 Willow Creek Alternative

The Willow Creek Alternative was developed in response to the ODFW request that IPC identify an alternate to the Brogan Route that avoided sage-grouse habitat. When the Willow Creek Alternative was developed in 2010, ODFW policy regarding sage-grouse habitat required avoidance of leks and 2-mile lek buffers. The Willow Creek Alternative was developed to skirt the edges of the 2-mile lek buffers and to pass through the narrowest section of irrigated farm land while also avoiding to the greatest extent possible, occupied residential structures along the Brogan Valley. In 2011, ODFW developed a new conservation plan for the protection of sage-grouse and their habitat within Oregon that identified sage-grouse Core Area habitat along

portions of the Willow Creek Alternative (see Section 3.1.5.2.1). BLM did not select the Willow Creek Alternative as part of the Agency or Environmentally Preferred Alternative because of the potential impact to sage-grouse Core Area habitat. The Willow Creek Alternative will not be analyzed in the Amended pASC (Figure 3.1-4).

3.1.4.5 Malheur S Alternative

The Malheur S Alternative was initially developed during the CAP. The route was developed to follow the BLM Vale District utility corridor and to be sited parallel and to the north of the existing PacifiCorp Hemingway to Summer Lake 500-kV transmission line. The Malheur S Alternative was developed as a “public land” alternate to the Proposed Route, and crosses 32.5 miles of BLM-managed land, 0.1 mile of Bureau of Reclamation-managed land, and 1.1 miles of private land. The Malheur S Alternative would also cross the Owyhee River Below the Dam Area of Critical Environmental Concern (ACEC), which is a “Protected Area” per the EFSC Standards. BLM did not select the Malheur S Alternative as part of the Agency or Environmentally Preferred Alternative. The Malheur S Alternative will not be analyzed in the Amended pASC (Figure 3.1-4).

3.1.4.6 Malheur A Alternative

The BLM identified the Malheur A Alternative in early 2011 after learning of IPC’s decision to move a segment of the Proposed Route to the east and cross the Owyhee River along the northern boundary of the Owyhee River Below the Dam ACEC. The majority of this alternate corridor would have traversed severe topography, rangeland, and sagebrush with very little or no current development. In addition to traversing the Owyhee River Below the Dam ACEC boundary, the Malheur A Alternative would have passed along the northern end of the Sand Hollow, Burnt Mountain, and Board Corral Mountain Wilderness Characteristic Units.

Like the Malheur S Alternative, the Malheur A Alternative was sited with the intention of following the existing 500-kV transmission corridor and utilizing the BLM Vale District utility corridor. For this reason, crossing the Owyhee River Below the Dam ACEC/Special Recreation Management Area and the Wild and Scenic River suitable for recreation designation was unavoidable. BLM did not select the Malheur A Alternative as part of the Agency or Environmentally Preferred Alternative. The Malheur A Alternative will not be analyzed in the Amended pASC (Figure 3.1-4).

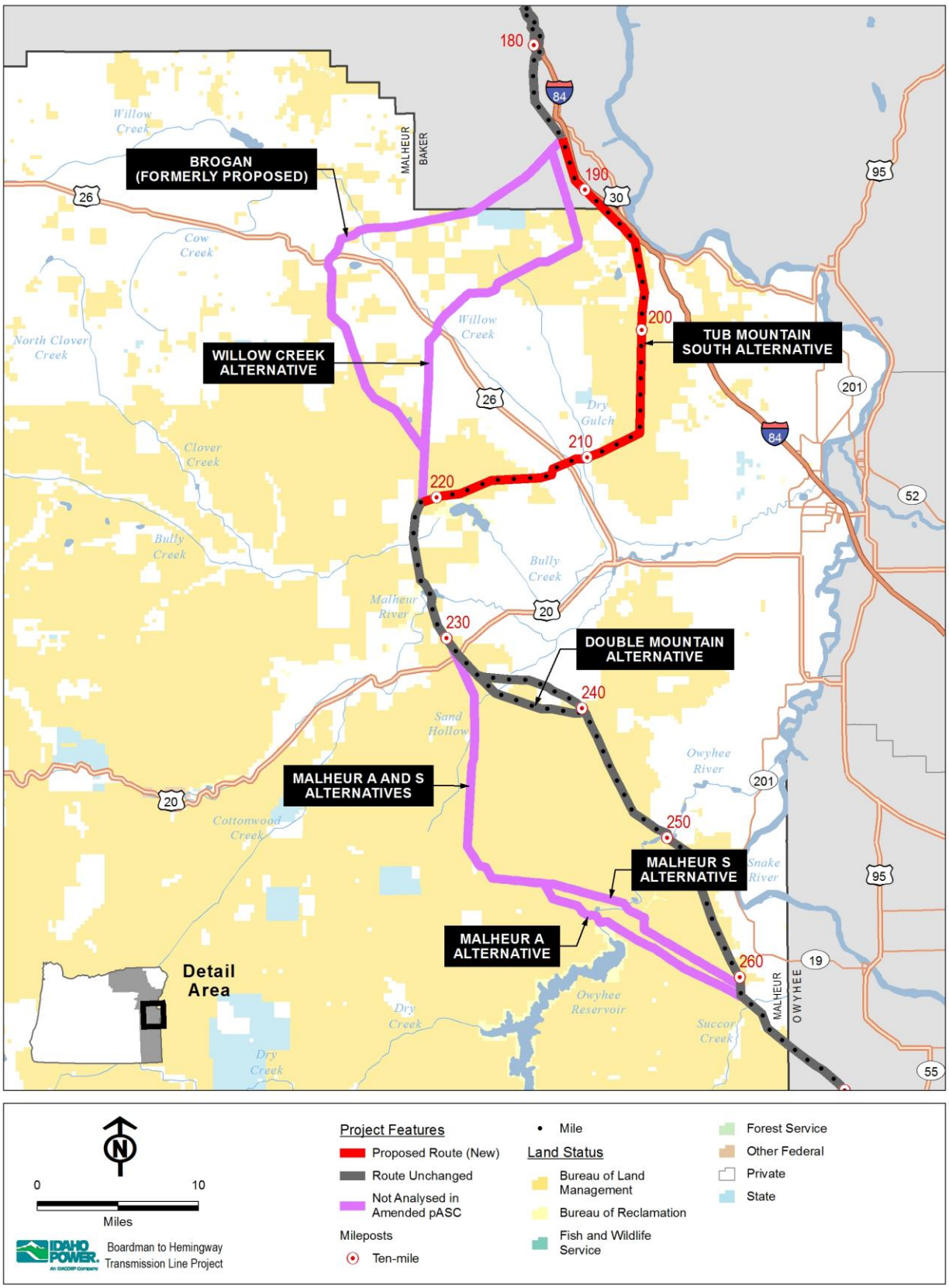

Figure 3.1-4. Changes in Malheur County Between 2012 and 2015

Table 3.1-2. Comparison of Constraints Between the Proposed Route and Double Mountain Alternative in Malheur County

Resource Group/ Resource Name	Proposed Route	Double Mountain Alternative
Length (miles)	7.4	7.4
Fish and Wildlife		
Big Game Deer Winter Range (ODFW)	1.3	0.2
Mule Deer Limited Range (USU)	2.7	3.8
Mule Deer Year Round Population (USU)	4.7	3.6
Land Use		
Exclusive Farm Use Zone / Multiple Use Range Zone	7.4	7.4
Fire Management Unit (OR)	7.4	7.4
Fire Management Zone (OR)	7.4	7.4
Goal 5 Resources	7.4	7.4
Grazing Allotment (OR Mgmt Category: M)	7.1	7.4
Military Training Route	5.3	1.5
Proposed Wilderness Study Area (ONDA)	--	3.7
SEORMP ROS Rural	6.2	--
SEORMP ROS Semi-Primitive Motorized	--	4.5
SEORMP ROS Semi-Primitive Non-motorized	1.1	2.9
Vale District Wilderness Characteristic Unit: Meets Criteria	1.2	7.4
Wildland Urban Interface (OR)	7.4	7.4
Ownership		
Bureau of Land Management	1.2	7.4
Private	6.2	--
Visual Resources		
BLM VRM Class 4	1.2	7.4
Water and Wetlands		
Wetlands	0.1	--
Zoning		
Agriculture	7.4	7.4

ALX – all minerals with some fractional exception
ODFW – Oregon Department of Fish and Wildlife
ONDA – Oregon Natural Desert Association
ROS – Recreation Opportunity Spectrum
SEORMP – Southeast Oregon Resource Management Plan
USU – Utah State University
VRM – Visual Resource Management

3.1.5 Owyhee County, Idaho

The Proposed Route in Owyhee County is 23.8 miles long, with 19.6 miles located on BLM-managed lands, 2.5 miles on Idaho state lands, and 1.8 miles on privately owned land. The route follows the southwest side of the existing Summer Lake to Midpoint 500-kV line except for the last 2.7 miles. This route has had considerable input from Owyhee County, Idaho Department of State Lands, and the local citizens and there has been no need to develop any alternates along this portion of the route. There have been no macro project changes within Owyhee County.

3.2 Micro Corridor Adjustments

In addition to the macro corridor changes discussed above, there have been many micro adjustments to the Project centerline to avoid sensitive resources and improve constructability. In general, the types of sensitive resources that were “microsited” around were:

- Cultural resources
- Visual resources
- Noise receptors
- Wetlands/streams
- Floodways or floodzones
- Rare plants
- Special status animals

The micro corridor adjustments are summarized by county in Table 3.2-1. For a more complete description of the micro corridor adjustments, see Appendix B, Table B-1.

Table 3.2-1. Summary of Micro Corridor Adjustments by County between 2012 and 2015.

Category	Number of Micro Corridor Adjustments						Total
	Morrow	Umatilla	Union	Baker	Malheur	Owyhee	
Access Roads	--	9	2	13	7	1	32
Cultural Resources	3	11	16	42	69	26	167
Engineering	--	--	1	5	2	--	8
Existing Infrastructure Conflict	--	--	8	15	3	--	26
Flood Zones	--	--	--	3	3	--	6
Land Use/ Ownership	1	4	8	3	3	--	19
Noise	--	3	9	5	17	--	34
Rare Plants	--	3	1	21	16	4	45
Visual	--	--	2	2	2	1	7
Wetlands/Streams	9	26	30	52	57	--	174
Wildlife - SAGR	--	--	--	17	1	--	18

Wildlife - WAGS	2	1	--	--	--	--	3
Zoning	--	2	2	--	--	--	4

SAGR – sage-grouse WAGS – Washington ground squirrel

4 REFERENCES

Adams, Todd. 2014. Personal communication with Todd Adams, Idaho Power Company Project Manager concerning the definition of transmission line blow out. October 13, 2014.

BLM (U.S. Department of the Interior, Bureau of Land Management). 2013. Oregon Sub-Region Greater Sage-Grouse Draft Resource Management Plan Amendment and Environmental Impact Statement. BLM/OR/WA/PL-14/004+1792. Available online at: http://www.blm.gov/or/energy/opportunity/sagebrush.php

BLM. 2014. Draft Environmental Impact Statement and Land Use Plan Amendments for the Boardman To Hemingway Transmission Line Project. DOI-BLM-OR-V000-2012-016-EIS. Vale District Office, Vale, OR. December. Available online at: http://boardmantohemingway.com/documents.aspx

ODFW (Oregon Department of Fish and Wildlife). 2011. Greater Sage-Grouse Conservation Assessment and Strategy for Oregon: A Plan to Maintain and Enhance Populations and Habitat.

APPENDIX A
ODFW Letter

Oregon
John A. Kitzhaber, MD, Governor

Department of Fish and Wildlife
Northeast Region
107 20th Street
LaGrande OR 97850
(541) 963.2138
Fax: (541) 963-6670

August 23, 2013

Doug Dockter
B2H Project Manager
Idaho Power Company
P.O. Box 70
1221 W. Idaho St.
Boise, ID 83702

VIA EMAIL

Mr. Dockter:

I appreciated the opportunity to meet with you and your staff July 25th to discuss the Department of Fish and Wildlife's (ODFW) Habitat Mitigation Policy and its application to protecting sage-grouse in the vicinity of Idaho Power Company's (IPC) proposed Boardman to Hemmingway Transmission Line (Project). During the meeting you provided a memo outlining three siting challenges the Project faces and asked for our guidance within 30 days on how to resolve these challenges. Below is our guidance:

Challenge 1 Identified by IPC: Addressing indirect impacts in Mitigation Policy Category 1 habitat.

ODFW Response: ODFW's Habitat Mitigation Policy (OAR 635-415-0025) does not draw a distinction between direct and indirect impacts from development to Category 1 habitat. Both impact types can have serious and long lasting effects on sage-grouse populations and their habitats, and ODFW must recommend avoiding them per OAR 635-415-0025(1)(b). Avoiding these impacts is especially important as landowners, government and businesses work to avoid listing of this species under the federal Endangered Species Act.

ODFW has reviewed the maps IPC provided July 25 with this challenge. We agree with the Mitigation Policy habitat Categories outlined on these maps with one exception. That exception is that we have determined the area classified as "CAT 2 Core Area (remap) – Pending" on the Tub Mountain Alternative map is Category 2 habitat: the "pending" characterization should be removed.

Challenge 2 Identified by IPC: Addressing impacts through co-location in the Magpie Peak Area Core Category 1 habitat.

ODFW Response: The proposed project route parallel to the existing 230kV line in the Magpie Peak Area presented July 25 will result in new impacts in Core Category 1 habitat. Therefore, the proposed routing is not consistent with the Habitat Mitigation Policy as discussed in the 2012 Mitigation Framework for Sage-Grouse Habitats[1].

The Framework notes that impacts from a transmission line built before 2002 are "considered fully realized"[2]. It further notes that no mitigation is required for a new transmission line if its impact does not exceed the impact of an existing line[3]. To do this in Core Category 1 habitat the new line's habitat disturbance (HD) and associated weightings from all new development (i.e. towers, roads, laydown areas, etc.) needs to be within the existing line's weighting completely. For example, if the proposed line is superimposed over the existing line entirely, no mitigation would be required because the HD would coincide and there would be no new impact.

Any impact from new development over that of the existing transmission line HD would be a new impact that must be avoided in Core Category 1 habitat to meet the requirements of the Mitigation Policy.

We reviewed the Mitigation Policy habitat Category in the Magpie Peak area and concluded, as we had previously, this area is Core Category 1 habitat.

Challenge 3 Identified by IPC: Addressing the impacts of access roads and their associated habitat disturbance.

ODFW Response: HD bands for roads described in the 2012 Mitigation Framework for Sage-Grouse Habitats[4] apply to all Project roads impacting sage-grouse.

New and existing roads improved for the Project may increase traffic throughout the area. Increased traffic will impact sage-grouse and their habitats. IPC must identify measures they plan to implement to ensure impacts are avoided in Category 1 habitats and are appropriately eliminated, reduced or mitigated in other Mitigation Policy habitat Categories. This includes measures to control use by both the public and IPC.

---

[1] Oregon Department of Fish and Wildlife. 2012. Habitat Mitigation Framework for Sage-Grouse Habitats: Implementing habitat mitigation for greater sage-grouse under the Core Area approach. 12pp. ODFW. Salem Oregon. March 20, 2012

[2] Ibid. page 5.

[3] Ibid. page 6

[4] Ibid. page 6

We understand IPC may be faced with rerouting the Project or requesting that EFSC exercise its balancing authority based on our guidance above.

In addition to the three challenges in your memo, you expressed concern with the Greater Sage Grouse Mitigation Blueprint[5] and offered to provide us those concerns in writing. We look forward to receiving your written concerns and visiting with you about them.

Should you have questions please feel free to contact Nigel Seidel, ODFW's Project Liaison, at 541.962.1840 or me at 541.962.1825.

Sincerely,

Bruce Eddy
ODFW Northeast Region Manager

Cc:

IPC – Todd Adams, Zach Funkhouser, Jocelyn Pease, Todd Adams, Mike Bracke, and Alia Miles
ODOE – Todd Cornett and Sue Oliver, Hillary Dobson, Eric Desmarais and Ginny Gustafson
ODFW – Ron Anglin, Eric Rickerson, Nick Myatt, Nigel Seidel, Jon Germond, and Art Martin
ODOJ – Erin Donald and Renee France
USFWS – Gary Miller and Doug Young
BLM – Tamara Gertsch, Renee Straub, Glenn Frederick, and Don Gonzalez
BPA – Sandra Ackley
TetraTech – Aaron English

[5] Oregon Department of Fish and Wildlife, et.al. 2013. Mitigation Blueprint for Greater Sage-Grouse: Boardman to Hemingway Transmission Line Project. 13pp. ODFW. Salem, Oregon. May 2013

APPENDIX B
Table of Micro Route Adjustments between 2012 and 2015

Table B-1. Micro Route Adjustments by County between 2012 and 2015

Corridor	Category	Issue	Action Taken
Global Changes			
Global	Engineering	Communication sites located on BLM land	Design revised to shift communication sites off of BLM land and into ROW
Morrow County			
West Bombing Range	Cultural Resources	Cultural resource impact	Design revised to avoid impact
West Bombing Range	Cultural Resources	Cultural resource impact	Design revised to avoid impact
West Bombing Range	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
West Bombing Range	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
West Bombing Range	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
West Bombing Range	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
West Bombing Range	Wildlife - WAGS	Cat 1 Habitat (WAGS) impact	Design revised to avoid impact
West Bombing Range	Land Use/Ownership	Site boundary impacts to NWSTF	Design revised and site boundary clipped to minimize impacts
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established crossing
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wildlife - WAGS	Cat 1 Habitat (WAGS) impact	Design revised to avoid impact
Umatilla County			
Proposed	Access Roads	Engineering design refinement	Design revised to utilize existing road
Proposed	Access Roads	Engineering design refinement	No change at this time, current design acceptable
Proposed	Access Roads	Engineering design refinement	Design revised to utilize existing road

Corridor	Category	Issue	Action Taken
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, flag and avoid during construction to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Land Use/Ownership	Site boundary in Morrow and Umatilla County	No change at this time, OK as-is
Proposed	Land Use/Ownership	Site boundary impacts to CTUIR	Design revised and site boundary clipped to avoid impacts
Proposed	Land Use/Ownership	Site boundary impacts to CTUIR	Design revised and site boundary clipped to avoid impacts
Proposed	Land Use/Ownership	Site boundary impacts to CTUIR	Design revised and site boundary clipped to avoid impacts

Corridor	Category	Issue	Action Taken
Proposed	Noise	Potential noise impact	No change at this time, micro-site or amend application as needed
Proposed	Noise	Noise exceedance	No current action proposed
Proposed	Noise	Noise exceedance	No current action proposed
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established crossing

Corridor	Category	Issue	Action Taken
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes existing crossing
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, no impact to s
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wildlife - WAGS	Cat 1 Habitat (WAGS) impact	Design revised to avoid impact
Proposed	Zoning	Zoning impact	Design revised to avoid impact
Proposed	Zoning	Goal 4 impact	Design revised to avoid impact
Union County			
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact

Corridor	Category	Issue	Action Taken
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, further evaluation or mitigation required
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, utilizes existing road no improvements
Proposed	Cultural Resources	Cultural resource impact	No change at this time, further evaluation or mitigation required
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Engineering	Steep slope	Design revised to avoid steep slope
Proposed	Existing Infrastructure Conflict	Impact to road ROW	Design revised to avoid impact to road ROW
Proposed	Existing Infrastructure Conflict	Impact to existing pipeline	No change at this time, no impacts to existing pipeline
Proposed	Existing Infrastructure Conflict	Impact to existing pipeline	Design revised to avoid impact to existing pipeline
Proposed	Existing Infrastructure Conflict	Impact to existing pipeline	Design revised to avoid impact to existing pipeline
Proposed	Existing Infrastructure Conflict	Impact to railroad	No change at this time, no impacts to railroad
Proposed	Existing Infrastructure Conflict	Impact to railroad	No change at this time, no impacts to railroad
Proposed	Existing Infrastructure Conflict	Impact to railroad	No change at this time, no impacts to railroad
Proposed	Existing Infrastructure Conflict	Impact to existing pipeline	Design revised to avoid impact to existing pipeline

Corridor	Category	Issue	Action Taken
Proposed	Land Use/Ownership	Site boundary impacts to state park	Reclassified road type to no improvement
Proposed	Land Use/Ownership	Site boundary impacts to state park	Design revised and site boundary clipped to avoid impacts to state park
Proposed	Land Use/Ownership	Site boundary impacts to state park	Design revised and site boundary clipped to avoid impacts to state park
Proposed	Land Use/Ownership	Impact to private land use	Design revised to minimize impacts to existing stock pond
Proposed	Land Use/Ownership	Impact to irrigated agriculture	No change at this time, micro-site as needed
Proposed	Land Use/Ownership	Impact to irrigated agriculture	Design revised to avoid land use impact
Proposed	Land Use/Ownership	Impact to private land use	No change at this time at this time
Proposed	Land Use/Ownership	Communication site located on BLM land	Design revised to shift communication sites off of BLM land and into ROW
Proposed	Noise	Noise exceedance	No current action proposed
Proposed	Noise	Noise exceedance	No current action proposed
Proposed	Noise	Noise exceedance	No current action proposed
Proposed	Noise	Noise exceedance	No current action proposed
Proposed	Noise	Noise exceedance	No current action proposed
Proposed	Noise	Noise exceedance	No current action proposed
Proposed	Noise	Noise exceedance	No current action proposed
Proposed	Noise	Noise exceedance	No current action proposed
Proposed	Noise	Noise exceedance	No current action proposed
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact

Corridor	Category	Issue	Action Taken
Proposed	Visual	Visual impact	No change at this time, pending visual expert review
Proposed	Visual	Visual impact	No change at this time, recommend vegetative screen
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established crossing
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, impact unavoidable
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, impact unavoidable
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact

Corridor	Category	Issue	Action Taken
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Proposed	Zoning	Engineering design refinement	New work area added to design
Proposed	Zoning	Goal 4 impact	Design revised to avoid impact
Baker County			
Burnt River	Access Roads	Engineering design refinement	Design revised to extend access road to Hwy 30
Burnt River	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Burnt River	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Burnt River	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Burnt River	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Burnt River	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Burnt River	Cultural Resources	Cultural resource impact	Design revised to avoid impact

Corridor	Category	Issue	Action Taken
Burnt River	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Burnt River	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Burnt River	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Burnt River	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Burnt River	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Burnt River	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Burnt River	Existing Infrastructure Conflict	Impact to existing pipeline	Design revised to avoid impact
Burnt River	Existing Infrastructure Conflict	Impact to existing pipeline	No change at this time, no impact
Burnt River	Existing Infrastructure Conflict	Impact to road ROW	Design revised to avoid impact
Burnt River	Existing Infrastructure Conflict	Impact to existing pipeline	Design revised to avoid impact
Burnt River	Existing Infrastructure Conflict	Impact to existing pipeline	Design revised to avoid impacts
Burnt River	Flood Zones	Within 100-year flood zone	No change at this time, no net fill expected
Burnt River	Noise	Noise exceedance	No current action proposed
Burnt River	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Burnt River	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Burnt River	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Burnt River	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Burnt River	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Burnt River	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Burnt River	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Burnt River	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Burnt River	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Burnt River	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road

Corridor	Category	Issue	Action Taken
Flagstaff	Access Roads	Redundant access road	Eliminated redundant access road
Flagstaff	Access Roads	Engineering design refinement	Design revised to utilize existing road apron
Flagstaff	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Flagstaff	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Flagstaff	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Flagstaff	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Flagstaff	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Flagstaff	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Flagstaff	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Flagstaff	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Flagstaff	Cultural Resources	Cultural resource impact	No change at this time, utilizes existing road
Flagstaff	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Flagstaff	Engineering	Engineering design refinement	No change at this time, included in previous design
Flagstaff	Engineering	Engineering design refinement	New work area added to design
Flagstaff	Land Use/Ownership	Impact to ODOT material site	Design revised to avoid impact
Flagstaff	Land Use/Ownership	Impact to existing building	Design revised to minimize impact
Flagstaff	Noise	Noise exceedance	No current action proposed
Flagstaff	Noise	Noise exceedance	No current action proposed
Flagstaff	Noise	Noise exceedance	No current action proposed
Flagstaff	Visual	Visual impact	No change at this time, pending visual expert review
Flagstaff	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Flagstaff	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact

Corridor	Category	Issue	Action Taken
Flagstaff	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Flagstaff	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Flagstaff	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Flagstaff	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Flagstaff	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Flagstaff	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Flagstaff	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Flagstaff	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Flagstaff	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to avoid impact
Flagstaff	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to avoid impact
Flagstaff	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to avoid impact
Flagstaff	Wildlife - SAGR	Cat 2 Habitat Reclassified (SAGR) impact	Design revised to minimize impact
Flagstaff	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to avoid impact
Flagstaff	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	No change at this time, balancing authority should remedy issue
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Engineering design refinement	Design revised to extend existing road no improvements
Proposed	Access Roads	Engineering design refinement	Design revised to avoid direct access from Interstate 84
Proposed	Access Roads	Engineering design refinement	Design revised to avoid direct access from Interstate 84
Proposed	Access Roads	Engineering design refinement	No change at this time, coordinate access with ODOT

Corridor	Category	Issue	Action Taken
Proposed	Access Roads	Engineering design refinement	Design revised to avoid direct access from Interstate 84
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Engineering design refinement	Design revised to avoid direct access from Interstate 84
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, exact location of NHT unknown
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, no impact to
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Engineering	Include route(s) in application	Work areas for existing 138-kV removal added to design

Corridor	Category	Issue	Action Taken
Proposed	Engineering	Poor ground clearance	No change at this time, clearance acceptable
Proposed	Existing Infrastructure Conflict	Impact to road ROW	Design revised to avoid impact
Proposed	Existing Infrastructure Conflict	Impact to road ROW	No change at this time, micro-site or amend application as needed
Proposed	Existing Infrastructure Conflict	Impact to road ROW	No change at this time at this time
Proposed	Existing Infrastructure Conflict	Impact to existing transmission line	Design revised to avoid impact
Proposed	Existing Infrastructure Conflict	Impact to railroad	Design revised to avoid impact
Proposed	Existing Infrastructure Conflict	Impact to railroad	Design revised to avoid impact
Proposed	Existing Infrastructure Conflict	Impact to existing transmission lines and pipeline	Design revised to avoid impact
Proposed	Existing Infrastructure Conflict	Impact to existing pipeline	Design revised to avoid impact
Proposed	Existing Infrastructure Conflict	Impact to railroad	Design revised to avoid impact
Proposed	Flood Zones	Within 100-year flood zone	No change at this time, no net fill expected
Proposed	Flood Zones	Within 100-year flood zone	Design revised to minimize impacts
Proposed	Land Use/Ownership	Impact to Baker No Access WUS	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact

Corridor	Category	Issue	Action Taken
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Visual	Visual impact	No change at this time, pending visual expert review
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact

Corridor	Category	Issue	Action Taken
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, unable to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to avoid impact
Proposed	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	No change at this time, balancing authority should remedy issue

Corridor	Category	Issue	Action Taken
Proposed	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to avoid impact
Proposed	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to avoid impact
Proposed	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	No change at this time, balancing authority should remedy issue
Proposed	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to minimize impact
Proposed	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	No change at this time, impact unavoidable
Proposed	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to minimize impact
Proposed/Burnt River	Existing Infrastructure Conflict	Impact to railroad	No change at this time, no impacts to railroad
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Engineering	Engineering design refinement	New work area added to design
Tub Mountain	Noise	Potential noise impact	Design revised to avoid potential impact
Tub Mountain	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Tub Mountain	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Tub Mountain	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Tub Mountain	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Tub Mountain	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	No change at this time, reclassified to Cat 2 Habitat (SAGR)
Tub Mountain	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to avoid impact
Tub Mountain	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to avoid impact

Corridor	Category	Issue	Action Taken
Malheur County			
Double Mountain	Land Use/Ownership	Impact to existing fence	Design revised to avoid impact
Double Mountain	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Double Mountain	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Double Mountain	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, unable to avoid impact
Double Mountain	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, unable to avoid impact
Double Mountain	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, unable to avoid impact
Double Mountain	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, impact unavoidable
Double Mountain	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, impact unavoidable
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Redundant access road	Eliminated redundant access road
Proposed	Access Roads	Engineering design refinement	Reclassified road type to limited improvement
Proposed	Access Roads	Engineering design refinement	Reclassified road type to limited improvement
Proposed	Access Roads	Engineering design refinement	Reclassified road type to limited improvement
Proposed	Access Roads	Engineering design refinement	Reclassified road type to limited improvement
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact

Corridor	Category	Issue	Action Taken
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, micro-site or amend application as needed
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, included in previous design
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact

Corridor	Category	Issue	Action Taken
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, included in previous design
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Engineering	Extend site boundary to Oregon/Idaho state line	Site boundary extended to Oregon/Idaho state line
Proposed	Engineering	Engineering design refinement	New work area added to design
Proposed	Existing Infrastructure Conflict	Impact to road ROW	Design revised to avoid impact
Proposed	Existing Infrastructure Conflict	Impact to existing transmission line	No change at this time, no conflict with existing transmission line
Proposed	Existing Infrastructure Conflict	Impact to railroad	Design revised to avoid impact

Corridor	Category	Issue	Action Taken
Proposed	Flood Zones	Within 100-year flood zone	No change at this time, no net fill expected
Proposed	Flood Zones	Within 100-year flood zone	Design revised to minimize impacts
Proposed	Land Use/Ownership	Site boundary impacts to WCU	Design revised and site boundary clipped to avoid impacts
Proposed	Land Use/Ownership	Impact to private land use	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Visual	Visual impact	Design revised to minimize impacts
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact

Corridor	Category	Issue	Action Taken
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, unable to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, unable to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, unable to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road

Corridor	Category	Issue	Action Taken
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, impact unavoidable
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, impact unavoidable
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, impact unavoidable
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, impact unavoidable
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, impact unavoidable
Proposed	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, impact unavoidable
Proposed	Wildlife - SAGR	Cat 1 Habitat (SAGR) impact	Design revised to avoid impact
Proposed/Double Mountain	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact

Corridor	Category	Issue	Action Taken
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Tub Mountain	Cultural Resources	Cultural resource impact	No change at this time, flag and avoid during construction to minimize impact
Tub Mountain	Cultural Resources	Cultural resource impact	No change at this time, flag and avoid during construction to minimize impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to minimize impact

Corridor	Category	Issue	Action Taken
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Tub Mountain	Flood Zones	Within 100-year flood zone	Design revised to avoid impact
Tub Mountain	Noise	Potential noise impact	No change at this time, current design acceptable
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Noise	Noise exceedance	No current action proposed
Tub Mountain	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Tub Mountain	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact

Corridor	Category	Issue	Action Taken
Tub Mountain	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Tub Mountain	Visual	Visual impact	No change at this time, pending visual expert review
Tub Mountain	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Tub Mountain	Wetlands/Streams	Impact to wetlands and/or waters	No change at this time, utilizes established road
Tub Mountain	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to minimize impact
Tub Mountain	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Tub Mountain	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Tub Mountain	Wetlands/Streams	Impact to wetlands and/or waters	Design revised to avoid impact
Owyhee County			
Proposed	Access Roads	Engineering design refinement	Reclassified road type to no improvement
Proposed	Cultural Resources	Cultural resource impact	No change at this time, further evaluation or mitigation required
Proposed	Cultural Resources	Cultural resource impact	No change at this time, further evaluation or mitigation required
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, further evaluation or mitigation required
Proposed	Cultural Resources	Cultural resource impact	No change at this time, further evaluation or mitigation required
Proposed	Cultural Resources	Cultural resource impact	No change at this time, further evaluation or mitigation required
Proposed	Cultural Resources	Cultural resource impact	No change at this time, further evaluation or mitigation required

Corridor	Category	Issue	Action Taken
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, flag and avoid during construction to minimize impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, flag and avoid during construction to minimize impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, further evaluation or mitigation required
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to minimize impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, flag and avoid during construction to minimize impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, flag and avoid during construction to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, flag and avoid during construction to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, flag and avoid during construction to minimize impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, flag and avoid during construction to minimize impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact

Corridor	Category	Issue	Action Taken
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	Design revised to avoid impact
Proposed	Cultural Resources	Cultural resource impact	No change at this time, flag and avoid during construction to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to minimize impact
Proposed	Rare Plants	Impact to identified rare plant community	Design revised to avoid impact
Proposed	Rare Plants	Impact to identified rare plant community	No change at this time at this time, micro-site or amend application as needed
Proposed	Visual	Visual impact	No change at this time, micro-site to match existing transmission line from KOP as needed

BLM – Bureau of Land Management
CTUIR – Confederated Tribes of the Umatilla Indian Reservation
NWSTF – Naval Weapons System Training Facility
ODOT – Oregon Department of Transportation
ROW – right-of-way
SAGR – sage-grouse
WAGS – Washington Ground Squirrel