

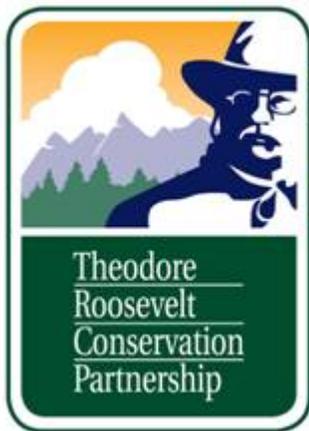
comment@boardmantohemingway.com

From: Mia Sheppard <MSheppard@trcp.org>
Sent: Thursday, March 19, 2015 6:18 PM
To: comment@boardmantohemingway.com; Gonzalez, Donald
Subject: B2H comment
Attachments: TRCP letter on B2H Transmission.docx

Please accept the attached comment regarding the proposed transmission line that PacifiCorp, Bonneville Power Administration (BPA), and Idaho Power jointly are proposing from a proposed substation near Boardman, Oregon to the Hemingway Substation in Idaho. The Theodore Roosevelt Conservation Partnership is a national conservation organization dedicated to providing all Americans quality places to hunt and fish.

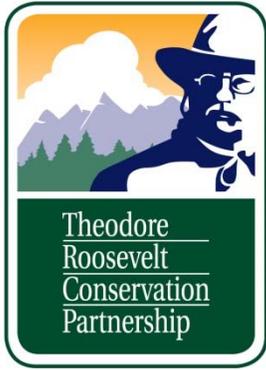
Best Regards,

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March 19, 2015

Boardman to Hemingway Transmission Line Project
P.O. Box 655
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His Vision

~

Our Mission

RE: B2H Transmission Project

We are writing to submit comments on the proposed transmission line that PacifiCorp, Bonneville Power Administration (BPA), and Idaho Power jointly are proposing from a proposed substation near Boardman, Oregon to the Hemingway Substation in Idaho. This project is also known as the Boardman to Hemingway (B2H) Transmission Project.

The Theodore Roosevelt Conservation Partnership is a national conservation organization dedicated to providing all Americans quality places to hunt and fish. We are actively involved with the management of public lands in Oregon and support responsible energy development. We work with our partners to ensure development proceeds in a way that conserves and sustains fish and wildlife populations and sustainable opportunities for hunting and fishing for future generations.

We understand that The B2H Transmission Project will provide additional capacity for exchanging energy between the Pacific Northwest and the Intermountain West. However, transmission lines and associated infrastructure can have negative impacts on wildlife and sportsmen's access and quality of experience. Consequently, we believe the needs of fish, wildlife and sportsmen must be incorporated into state and local process for permitting lines.

Hunting and fishing are major contributors to Oregon's rural economies and are traditional activities important to Oregon's western lifestyle. The proposed route travels through wildlife management units such as the Starkey Unit (Oregon Department of Fish and Wildlife Elk Hunt Unit 252), that is prized by many hunters and one of the toughest trophy elk tags to draw in the state. In 2013 there were 1,878 tags and 8,096 hunter days with 290 bulls harvested. Because the Starkey Unit is 67% public land – mostly national forest – and receives a tremendous amount of recreational pressure, private lands like the Elk Song Ranch serve as secure refuges from the stressors that hunting can bring.

We recommend the following:

1. Use existing disturbed corridors to prevent unnecessary negative impacts to wildlife and well-managed habitat – public or private. The best mitigation is avoidance of impacts; therefore, existing disturbed areas or corridors should be used to the maximum extent possible.
2. If new routes or corridors are needed, fish, wildlife and sporting values must be adequately assessed to provide a baseline for mitigation actions and sustain these values during development and operation.

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3. Avoid or minimize fish, wildlife and recreational impacts during and after the siting process.
4. Provide incentives for landowner cooperation and adequate compensation should be provided for habitats and properties negatively affected.
5. Representation by sportsmen and affected landowners should be required on advisory or stakeholder committees. Conservation stewardship should be considered regardless of property ownership.
6. It is widely known that elk can be negatively impacted by certain types of roads and levels of traffic and there is a strong body of scientific literature on the subject that we recommend is used to address impacts of roads and mitigation of those impacts. We suggest B2H a) conduct an assessment of roads and their potential effects on elk and other wildlife; and b) close roads, or at least restrict travel access to maintenance needs only, once they are no longer needed to reduce disturbance.
7. All mitigation for direct impact of roads and disruption of category 2 habitat for big game should result at minimum in no net loss of habitat.

We appreciate the opportunity to comment on this important project and strongly encourage you to consider our recommendations. Please contact us if you have any questions or would like to further discuss our concerns and recommendations.

Respectfully,



Mia Sheppard
Oregon Field Representative
Theodore Roosevelt Conservation Partnership
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