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**From:** EnviroLytical - B2H <info@envirolytical.com>  
**Sent:** Friday, March 13, 2015 4:27 PM  
**To:** comment@boardmantohemingway.com  
**Subject:** New Communication: I am a graduate student at Boise State University in the Public Administration program. I worked on a project analyzing the three alternatives in the DEIS - Horn Butte Alternative, the Long

Lynn Miracle <miracle.lynn@yahoo.com>

<https://el2.envirolytical.com/communication/view/103004>

I am a graduate student at Boise State University in the Public Administration program.

I worked on a project analyzing the three alternatives in the DEIS - Horn Butte Alternative, the Longhorn East Alternative, and the Longhorn Variation Alternative south of Boardman, Oregon.

The Horn Butte Alternative isn't viable since the Cascade Crossing power line by canceled by Pacific Gas and Electric. The Boardman to Slatt 500 KV power line that goes through that area does not have the additional capacity to carry the load from the B2H line. Routing the line north to the Boardman power corridor would cause more impacts to agricultural land and cost the rate payers of the Idaho Power Company a lot of needless money.

The Longhorn East Alternative is not viable because the route would go through two dairies and a tree farm. The Navy opposes this route because it would be another obstruction in the Military Operating Airspace (MOA). This route would be a very expensive route for the Idaho Power rate payers and cause needless impacts on the agricultural operations in the area.

The Longhorn Variation Alternative is the best route. It is the most direct and the most cost effective route. The route follows Bombing Range road which is the dividing line between the agricultural land on the East and the Navy's Boardman Weapons System Training Range (WSTR) on the West. The DEIS analyses the East side of the road. It doesn't consider the West side of the road on the Boardman WSTR. The East side of the road would cause undue impacts on the agricultural operations. Umatilla Power had a prescriptive easement of 60 feet within the Morrow County Road right-of-way for an existing 12.47 KV power line. The B2H line would need an additional 150 to 210 foot easement in addition to the Umatilla easement. Due to the limitations of the 100 foot aviation easement which result in more poles for the B2H line - the power line would have many adverse impacts of on the irrigation systems in the agricultural lands.

If the B2H power line would replace the existing BPA 69 KV line on the Boardman WSTR, it would only need an additional 60 feet more of easement from the Navy. The BPA line can be rerouted along the county roads to its destination in Iona. This route would have the least NEPA impacts. It would have the least impact to the Navy since it is replacing a 100 foot AGL power line with another 100 foot AGL power line. It would have the least impact on agricultural operations.

I know the Navy opposes the B2H power line on the Boardman WSTR. I read their 2012 EIS. It lists the West side of Bombing Range Road as a "Utilities Corridor." I emailed the Navy to inquire about the operational concerns in that area. They failed to respond to my email or phone call. From what I can gather from existing Navy documents, the only operation concern would be the training program for drone aircraft. Since the B2H power line would be on the extreme eastern boundary and it would be replacing an existing power line - I cannot foresee any additional operational impacts to the Navy's training programs.

Siting the B2H power line along the West side of Bombing Range road on the Boardman WSTR is the best alternative for Idaho Power rate payers, Morrow County agriculture, and even the Navy.