

**BEFORE THE PUBLIC UTILITY COMMISSION
OF OREGON**

IN THE MATTER OF IDAHO POWER COMPANY'S, PETITION FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY.	Docket: PCN 5 Intervenor Opening Testimony Jim and Kaye Foss
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Date: January 17, 2023

Jim Foss, Intervenor

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Testimony:

Concerning the B2H project in Malheur County near Mitchell Butte area and crossing Owyhee River.

Photos and maps, exhibits listed below, include existing corridor with transmission line as well as proposed dog-leg route crossing Owyhee River through private, EFU farm ground and BLM.

- Exhibit 1--Photos of Existing Corridor (three photos).
- Exhibit 2--Photos of Proposed Corridor (three photos).
- Exhibit 3--Map of Existing Corridor.
- Exhibit 4--Map of Proposed Corridor.

Testimony; using existing corridors will have far less environmental impact than creating new corridors. Scarring the landscape; the towers reducing the natural scenic appeal. (See Exhibit 1.)

See Exhibit 5, BLM 2002 Document, (page 109, Rationale paragraph, and page 110 Management Actions paragraphs).

As photo exhibits show, scarring of landscape and scenic appeal have already occurred with environmental impact at existing corridor crossing.

At proposed site, Exhibit 2 (photos); Exhibit 4 (map), which do you see would have the least impact of an additional transmission line? Consider the river crossing would be through the same river approximately 10 miles apart.

To move the corridor onto private and farm land, is that reducing the environmental impact, scarring or scenic appeal? If that is accepted, that will be setting a double standard 4F environmental impact. I would like to think that the federal and state and private sector are striving for an environmental goal in common.

Also, at the proposed crossing of the lower Owyhee river has an ACEC (Area of Critical Environmental Concern) study been done? Same river. Same BLM. (See Exhibit 6.)

EXHIBIT 1

Photos of Existing Corridor



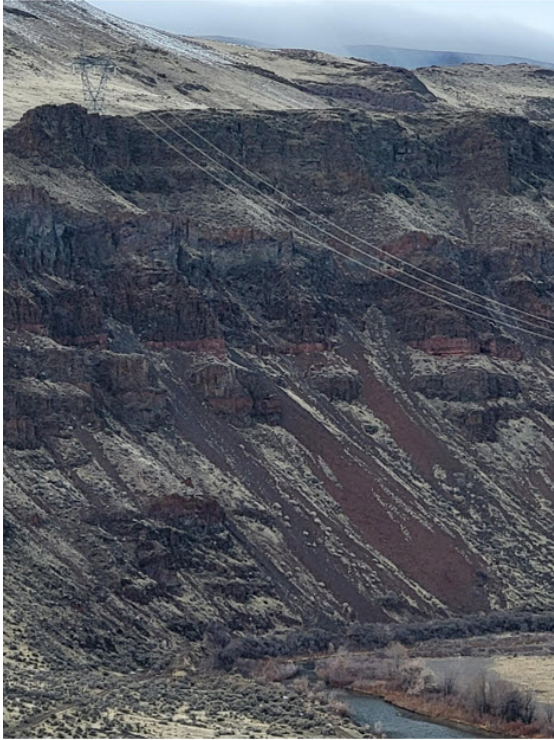




Exhibit 2

Proposed Route Through Valley



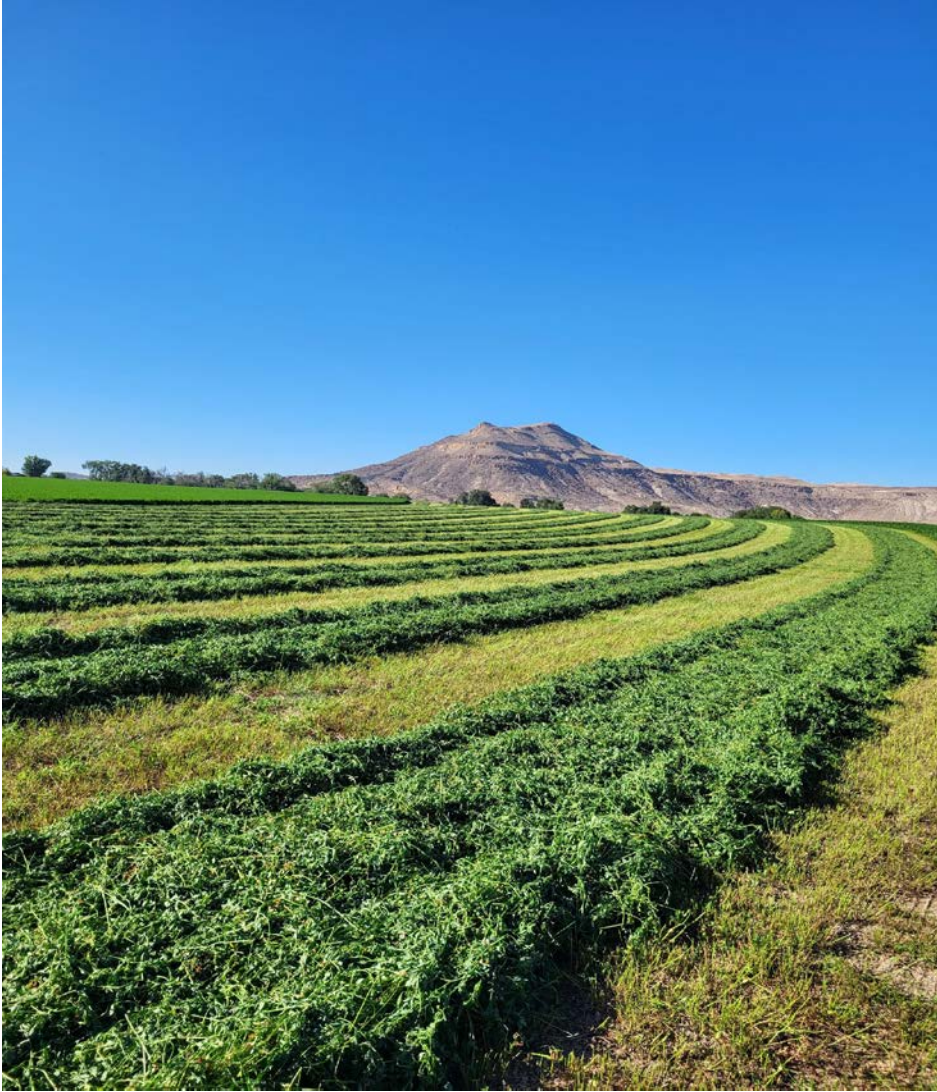


Exhibit 3

Map of Existing Corridor

Corridor 11-228

Section 368 Energy Corridor Regional Reviews - Region 6

May 2019

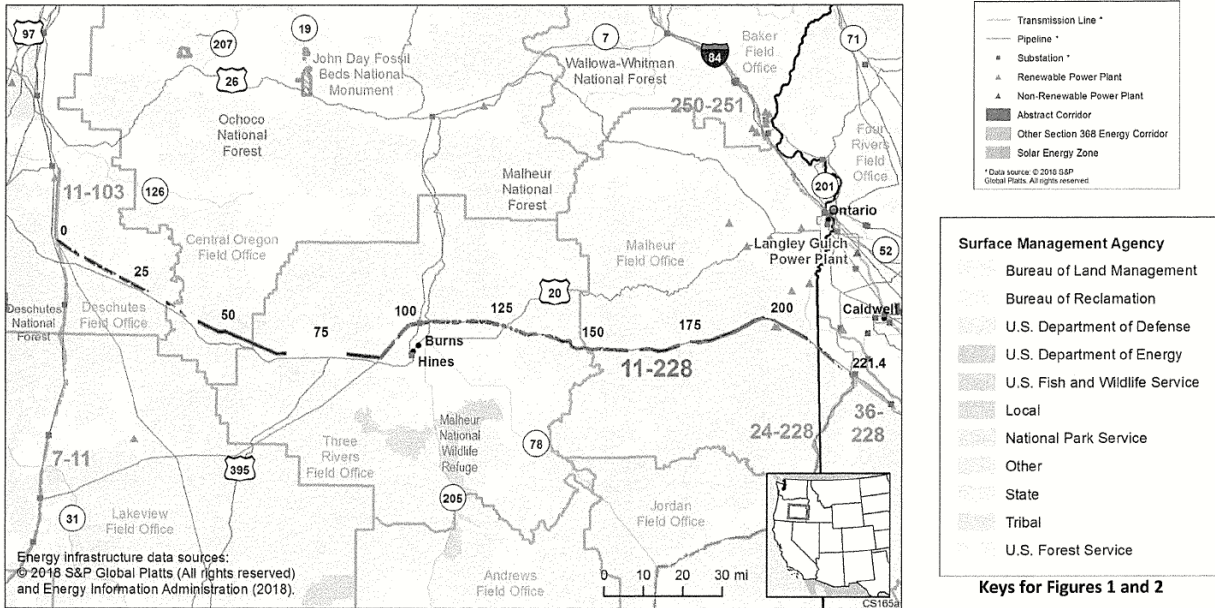


Figure 2. Corridor 11-228 and nearby electric transmission lines and pipelines

Exhibit 4

Map of Proposed Corridor

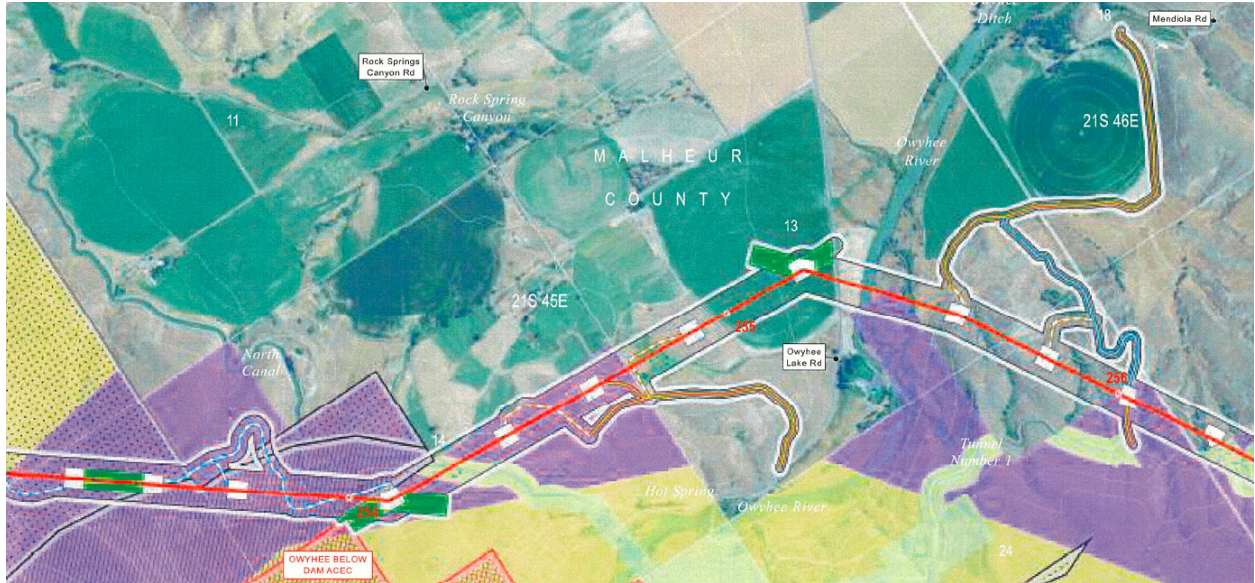


Exhibit 5

BLM 2002 Document

Objective 2: Establish right-of-way corridor routes and consider potential sites for wind or solar energy facilities to the extent possible, taking into account avoidance areas, consistent with resource objectives.

Rationale: Section 503 of FLPMA provides for the designation of right-of-way corridors and encourages use of rights-of-way in-common to minimize environmental impacts and the proliferation of separate rights-of-way. BLM policy, as described in BLM Manual 2801.13B1, is to encourage prospective applicants to locate their proposals within corridors.

Management Actions: 1) Designate new utility corridors and continue or discontinue the designation of existing corridors for trans-district electric transmission lines identified by the Western Regional Corridor Study (WRCS), Federal and State highways, county or BLM roads, and railroads (see Appendix L, Table L-1). Corridor width will vary 500 to 6,000 feet on each side of the centerline of existing facilities as identified on Map LAND-1 except for the following: (a) where the alignment forms the boundary of an SMA, and the corridor will be outside the area, and (b) corridor designations will minimize impacts to natural values consistent with other resource values.

Because of prior decisions and commitments made in the MFP, OWFEIS, and the WRCS, the location of PP&L 500-kV existing route below the Owyhee Dam will remain the same. The MFP recommends a route which avoided the area of the dam by detouring to the north (see Map LAND-1). However, prior to the signing of the ROD of the MFP, a separate decision had already been made by the Secretary of the Interior and representatives of the Department of the Interior to allow construction of the 500-kV PP&L power line along the proposed original north route. Although the detour was considered very early in the route selection process, the route was not selected as described in the MFP and thus was not implemented. The OWFEIS (see Map 7 of the OWFEIS) recognized the existing constructed 500-kV PP&L power line route as a primary recognized existing route for location of future power line interties. The WRCS used the existing constructed power line route and information obtained in the OWFEIS document for its report and maps. Therefore, the location of the PP&L 500-kV existing route below the Owyhee Dam will remain the same. Proposals for future interties through this area will be scrutinized very closely and some limitations or modifications of structures could be imposed in order to minimize impacts to natural resource values contained within the proposed ACEC and recommended NWSR below Owyhee Dam. The proposed dogleg route (see Item 3) will also be considered as a routing alternative.

General centerline corridor widths will be as follows: (a) 500 feet BLM and county roads, (b) 1,000 feet Federal and State highways, (c) 6,000 feet Interstate 84 corridor complex with multiple right-of-way users, (d) 1,500 feet large electric transmission interties (existing and proposed), (e) 1,000 feet smaller electrical transmission lines, (f) 1,000 feet large and small pipeline transmission lines, and (g) 1,000 feet railroads (see Appendix L, Table L-1 for existing and potential corridors).

2) De-designate proposed MFP alternate 500-kV route. The PP&L 500-kV power line (north route) was constructed further to the south below the Owyhee Dam (see above). The MFP alternate 500-kV route will be replaced by the new proposed 500-kV dog leg route which will be located further to the north (see map LAND-1). Approximately 22 miles of public land right-of-way corridor will be involved.

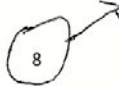
3) De-designate proposed PP&L power line (south route) right-of-way corridor as listed in the WRCS to protect natural values and avoid SMA conflicts.

Exhibit 6

BLM Area of Critical Environmental Concern

<i>Corridor 11-228</i>	<i>Section 368 Energy Corridor Regional Reviews - Region 6</i>	<i>May 2019</i>
<h1 style="margin: 0;">Corridor 11-228</h1> <p style="margin: 0;"><i>Bend to Boise Corridor</i></p>		

<i>BLM Jurisdiction: Vale Malheur Field Office</i> <i>Agency Land Use Plan: Southeastern Oregon RMP (2002)</i>			
VRM Class II area and the corridor intersect - Utility corridor widths may be reduced in size and may be limited to valid existing ROW widths or the accumulation of ROW widths where a particular utility corridor is bordered on both sides by VRM Class II areas. The objective of VRM Class II designation is to retain the existing character of the landscape.	MP 148 to MP 154, MP 196 to MP 199		Areas with the VRM Class II designation may not be compatible with future overhead transmission line development; however, the corridor is collocated with an existing transmission line. In order to best meet the siting principles, a change in the VRM class could be considered.
Owyhee Below Dam ACEC and the corridor intersect - Utility corridor widths may be reduced in size and may be limited to valid existing ROW widths or the accumulation of ROW widths where a particular utility corridor is bordered on both sides by ACECs.	MP 195 to MP 199	Comment on abstract: Owyhee Below Dam ACEC overlaps 584 acres of corridor.	The corridor appears to best meet the siting principles. The corridor cannot be easily re-routed to avoid the ACEC. Collocation is preferred and the corridor is collocated with existing infrastructure (transmission line). Additionally, the corridor's width at this location is reduced to 1,500 ft to minimize impacts to Owyhee-Below-the-Dam ACEC.

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I hereby declare that the above statements are true to the best of my knowledge and belief, and I understand that they are made for use as evidence in administrative and court proceedings and are subject to penalty for perjury.

Dated this 17th day of January, 2023.

/s/JIM FOSS

JIM FOSS

<p style="text-align: center;">CERTIFICATE OF MAILING</p>
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On January 17, 2023, I certify that I filed the above Opening Testimony with the Administrative Law Judge via the OPUC Filing Center, for the Docket # PCN-5, and to the following party as noted below.

/s/JIM FOSS

JIM FOSS

Intervenor, PCN-5

By: U.S. Postal Service -or- Arrangement for hand delivery:

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