Appendix G – Technical Analysis: Regional Comparison
BLUE MOUNTAIN

PERMITTING DIFFICULTY

CONSTRUCTION DIFFICULTY

MITIGATION COST

SUMMARY

- 2 ROUTES WERE CONSIDERED:
  GR1-GR2-BA1 AND GR1-BA1

- GR1-BA2 IS THE MORE
  REASONABLE ROUTE

- GR1-BA2 IS MORE REASONABLE
  THAN GR1-GR2-BA2 BECAUSE IT:

  - Avoids USFS Designated Partial Retention Area
  - Avoids 17 miles USFS Special Interest Area for
    Fish Management
  - Crosses 12 fewer miles of High Construction
    Difficulty Area
  - Crosses 1.3 fewer miles Old Growth Forest (appears
    most can be avoided during micro-siting)
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- 3 ROUTES WERE CONSIDERED: NORTH, CENTRAL AND SOUTH
- THE NORTH ROUTE IS CONSIDERED THE MOST REASONABLE
- THE CENTER ROUTE IS MORE REASONABLE THAN THE SOUTH ROUTE

- THE NORTH ROUTE IS MORE REASONABLE THAN THE CENTER ROUTE BECAUSE IT:
  - Avoids crossing intact segments of the Oregon Trail
  - Avoids the 1200ft buffer of a Nationally Designated Scenic Byway
  - Crosses 3.5 fewer miles of private land
  - Crosses 2.8 fewer miles of landslide hazard areas
  - Requires 13.9 fewer miles of 500kV line and about 400 acres less ROW
## BOARDMAN AREA MILEAGE SUMMARY

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<th>PERMITTING DIFFICULTY</th>
<th>MO1-MO2-MO5-MO4-MO7-UM1</th>
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- 2 ROUTES WERE CONSIDERED: BA10-BA20-MA1-MA2 AND BA10-BA11-BA13-BA14-BA16-MA2

- BA10-BA20-MA1-MA2 IS THE MORE REASONABLE ROUTE

- BA10-BA20-MA1-MA2 IS MORE REASONABLE THAN BA10-BA11-BA13-BA14-BA16-MA2 BECAUSE:
  - 9.3 miles shorter
  - 282 fewer acres of ROW
  - Crosses 1.6 fewer miles of 1200ft Historic Trail Buffer Zone
  - Crosses 0.8 fewer miles of ODFW Conservation Opportunity Area
  - Crosses 27.8 fewer miles of Deer Winter Range
  - Crosses 3.2 fewer miles of Occupied Lek Buffer
  - Crosses 19.3 fewer miles of EFU
  - Crosses 5.1 fewer miles of High Erosion Hazard Land
  - Crosses 2.4 fewer miles of Private Land
  - Crosses 11.6 fewer miles of Prime Farmland
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- 3 ROUTES WERE CONSIDERED:
  BA4-BA8-BA9-BA10 + 230kV REROUTE,
  BA4-BA18-BA9-BA10 AND BA4-BA18-BA10.

- ROUTE BA4-BA18-BA10 IS THE MOST
  REASONABLE THOUGH LEK ISSUES MAY
  FORCE ROUTE TO BE DROPPED.

- BA4-BA18-BA9-BA10 IS THE NEXT
  MOST REASONABLE.
## Interpretive Center Mileage Summary

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- 2 ROUTES WERE CONSIDERED: BA14-BA16 AND BA14-BA15-BA16

- BA14-BA16 IS THE MORE REASONABLE ROUTE

- BA14-BA16 IS THE MORE REASONABLE ROUTE THAN BA14-BA15-BA16 BECAUSE:
  - Crosses 1.6 fewer miles of 1200ft Historic Trail Buffer Zone
  - Crosses 3.1 fewer miles of 1200ft Nationally Designated Scenic Byway Buffer Zone
  - Crosses 3.1 fewer miles of ODFW Conservation Opportunity Area
  - Crosses 1.8 fewer miles of Slopes > 35%
### LIME MILEAGE SUMMARY

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MORGAN - IONE

PERMITTING DIFFICULTY

CONSTRUCTION DIFFICULTY

MITIGATION COST

SUMMARY

- MO14-MO25 IS MORE REASONABLE THAN MO14-MO15-MO25 BECAUSE IT:
  - 3.3 miles shorter and requires 100 less acres of ROW
  - Crosses less deer winter range, less high erosion hazard land, less EFU zoned land, less prime farmland, and less historic trail buffer

- 2 ROUTES WERE CONSIDERED: MO14-MO15-MO25 AND MO14-MO25
  - MO14-MO25 IS THE MORE REASONABLE ROUTE
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ONION CREEK

PERMITTING DIFFICULTY

CONSTRUCTION DIFFICULTY

MITIGATION COST

SUMMARY

- 2 ROUTES WERE CONSIDERED: UM8-BA21-BA19 AND UM8-GR6-BA19

- NEITHER OF THESE ROUTES ARE CONSIDERED REASONABLE

- UM8-GR6-BA19 IS NOT REASONABLE BECAUSE IT CROSSES DESIGNATED US FOREST SERVICE PRESERVATION AND RETENTION LANDS

- UM8-BA21-BA19 IS NOT REASONABLE BECAUSE SEGMENT UM8-BA21 CROSSES A NATIONALLY DESIGNATED WILD AND SCENIC RIVER (GRANDE RONDE RIVER)

- BA21-BA19 IS REASONABLE SEGMENT AND A CONNECTOR TO THE NORTH HAS BEEN ADDED (SEE ATTACHMENT A)
### Onion Creek Mileage Summary

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- 2 ROUTES WERE CONSIDERED: UM1-UM3 AND UM1-UM2-UM3
- UM1-UM3 IS THE MORE REASONABLE ROUTE

SUMMARY

- UM1-UM3 IS MORE REASONABLE THAN UM1-UM2-UM3 BECAUSE:
  - 3.5 miles shorter/105 fewer acres ROW
  - Willing landowners for approximately 30 miles
  - Crosses 7.4 fewer miles of Deer Winter Range
  - Crosses 0.2 fewer miles of Steelhead Special Status Stream 300ft Buffer
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<th>PERMITTING DIFFICULTY</th>
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## PILOT ROCK DATA TABLE

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PERMITTING DIFFICULTY

CONSTRUCTION DIFFICULTY

MITIGATION COST

- 6 ROUTES WERE CONSIDERED IN SNAKE RIVER VALLEY AND NONE WERE FOUND TO BE MORE REASONABLE THAN ROUTE OPTIONS TO THE WEST
- BA13-BA14-BA16-BA17-MA3-MA7-OW1-OW2 IS NOT REASONABLE AS IT UNNECESSARILY CROSSES EFU LAND
- BA13-BA14-BA16-BA17-MA3-PA2-OW2 IS NOT REASONABLE DUE TO CONSTRUCTION AND ENGINEERING ISSUES THROUGH CITY OF ONTARIO

SUMMARY

- SEGMENT PA1-PA2-PA3 IS NOT NEEDED AS SAND HOLLOW SUBSTATION IS NO LONGER PART OF PROJECT PURPOSE AND NEED
- BOTH BA13-BA14-BA16-BA17-WA1-PA1-OW1-OW2 AND BA13-WA1-PA1-OW1-OW2 ARE NOT REASONABLE AS CROSSINGS OF CITY IMPACT AREAS AND EXTENSIVE IRRIGATED PRIME FARMLAND WOULD CAUSE HIGH PERMITTING DIFFICULTY
## Snake River Valley Mileage Summary

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### Notes
- **BA13-BA14**: Baseline Year 2013-2014
- **BA15-BA17**: Baseline Year 2015-2017
- **MAM-2015**: Medium Alternative Management 2015
- **PAI-2015**: Preliminary Alternative 2015
- **OW-2015**: Optimal Way 2015
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PERMITTING DIFFICULTY

CONSTRUCTION DIFFICULTY

MITIGATION COST

**SOUTHWEST REGION**

- **4 ROUTES WERE CONSIDERED**
  - **GR3-MA4-MA5-MA6 IS THE MOST REASONABLE**
  - **GR3-GR4-HA1-HA2-MA6 IS NOT REASONABLE BECAUSE IT IS 54 MILES LONGER, REQUIRES _ACRES MORE ROW, CROSSES A WILD AND SCENIC RIVER (SOUTH FORK OF THE JOHN DAY)**
  - **GR3-GR4-GR5-HA1-HA2-MA6 IS NOT REASONABLE BECAUSE IT IS 41.7 MILES LONGER, REQUIRES _ACRES MORE ROW, CROSSES 7.3 MILES LEK BUFFER AND REQUIRES A WECC EXCEPTION**

**SUMMARY**

- **GR3-MA4-MA5-MA6 IS MORE REASONABLE THAN GR3-GR4-GR5-HA2-MA6 BECAUSE:**
  - 23.3 miles shorter/700 acres less ROW
  - Avoids Devine Scenic Corridor
  - Crosses 1.8 fewer miles of Designated USFS Partial Retention
  - Crosses 20.4 fewer miles of Sage-grouse Core Area 1
  - Crosses 13.6 fewer miles of forested land
  - Crosses 27.7 fewer miles of prime farmland
  - Crosses 4.1 fewer miles of landslide areas
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- 2 ROUTES WERE CONSIDERED: MO24-UM5-UM7-UM6 AND MO24-UM6
- MO24-UM6 IS THE MORE REASONABLE ROUTE

SUMMARY

- MO24-UM6 IS MORE REASONABLE THAN MO24-UM5-UM7-UM6 BECAUSE:
  - 9.4 miles shorter/284 fewer acres of ROW
  - Crosses 26.7 fewer miles of ODFW Conservation Opportunity Area
  - Crosses 14.3 fewer miles of Deer Winter Range
  - Crosses 14.2 fewer miles of EFU
  - Crosses 20.3 fewer miles of Private Land
  - Crosses 12.1 fewer miles of High Erosion Hazard Land
  - Crosses 1.7 fewer miles of Slopes > 35%
### UMATILLA NF MILEAGE SUMMARY

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# Umatilla National Forest Data Table

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WEATHERBY

PERMITTING DIFFICULTY

CONSTRUCTION DIFFICULTY

MITIGATION COST

SUMMARY

- 2 ROUTES WERE CONSIDERED:
  BA11-BA13 AND BA11-BA12-BA13

- BA11-BA13 IS THE MORE REASONABLE ROUTE

- BA11-BA13 IS THE MORE REASONABLE ROUTE THAN BA11-BA12-BA13 BECAUSE:
  - 1.1 miles shorter
  - Crosses 0.8 fewer miles of 1200ft Historic Trail Buffer Zone
  - Crosses 0.6 fewer miles of Intact Oregon Trail Segments
  - Crosses 3.5 fewer miles of Deer Winter Habitat
  - Crosses 2.7 fewer miles of Elk Winter Habitat
  - Crosses 1.9 fewer miles of Private Land
### WEATHERBY MILEAGE SUMMARY

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**NORTH PAT - WEST OF NATIONAL FOREST UTILITY CORRIDOR**

**PERMITTING DIFFICULTY**

- 2 ROUTES WERE CONSIDERED:
  - NORTH AND SOUTH

- THE NORTH ROUTE IS THE MORE REASONABLE ROUTE

**CONSTRUCTION DIFFICULTY**

**MITIGATION COST**

**SUMMARY**

- THE NORTH ROUTE IS MORE REASONABLE THAN THE SOUTH ROUTE BECAUSE IT:
  - 6.7 miles shorter/200 fewer acres of ROW
  - Crosses 39.9 fewer miles of Deer Winter Range
  - Crosses 7.5 fewer miles of Private Land
  - Crosses 1.8 fewer miles of Slopes > 35%
  - May have willing landowners for approximately 30 miles
## WEST OF NATIONAL FOREST UTILITY CORRIDOR

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## WEST OF NATIONAL FOREST UTILITY CORRIDOR

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<th>SOUTH ROUTE (MO16-MO26-MO24-UM5-UM9-UM4)</th>
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<td>Oregon Landslide Feature: Fan</td>
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*Rows designated with "CC" indicate Community Criteria. These are the criteria the Project Advisory Teams wanted considered in the analysis.
WEST OF VALE

PERMITTING DIFFICULTY

CONSTRUCTION DIFFICULTY

MITIGATION COST

SUMMARY

- 2 ROUTES WERE CONSIDERED:
  BA2-MA4-MA5 AND BA2-MA1-MA2-MA5

- BA2-MA4-MA5 IS THE MORE REASONABLE ROUTE

- BA2-MA4-MA5 IS MORE REASONABLE THAN BA2-MA1-MA2-MA5 BECAUSE:
  - 5.6 miles shorter/170 acres less ROW
  - Crosses 12.4 fewer miles of Sage-grouse Core Area Habitat
  - Crosses 5.6 fewer miles of EFU
  - Crosses 22 fewer miles of Private Land
  - Crosses 3.1 fewer miles of Prime Farmland
  - Crosses 17.8 fewer miles of Deer Winter Range
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<tr>
<th>PERMITTING DIFFICULTY</th>
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