

Network Open Season Project Updates

TIPSC

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McNary-John Day

- McNary-John Day energized February 2012
 - New service began March 1, 2012.
- Project Description
 - 79 miles new 500kV transmission line, McNary and John Day Sub Bay Additions
- Schedule
 - 2009 Feb. - Project approved and launched
 - 2009 June - Construction started by Wilson Construction Co., Phase 1 & 2; June 2010 Phase 3
 - 2012 Feb. - Energization
- Budget
 - Total Project costs (Direct): \$160 million
 - Actual costs to date (Direct as of 3/31/12): \$142 million





Big Eddy-Knight Project Overview

- Project Description:
 - 28 miles new 500kV Transmission line
 - Big Eddy Substation bay addition
 - New Knight Substation; (Phase 1)
 - New fiber on Knight-Wautoma
 - New 500kV reactor at Wautoma Substation (Phase II)
- Schedule
 - 2009 Feb. - Project planning approved and launched
 - 2011 Sept.- Record of Decision
 - FY 2013~2014 - Energization of new transmission line (tentative)
- Budget
 - Total Project costs (Direct): \$180 million
 - Actual costs to date: \$68 million

Big Eddy-Knight Project Update

- Project Status
 - Completed 20% of footing installation and 5% of tower erection.
 - Completed 33% of transmission access roads.
 - Completed 95% of bay addition and control house expansion at Big Eddy.
 - Completed 70% of site development at Knight Substation.
- New Fiber Route Approved
 - New Big Eddy-Coyote Springs fiber route to replace Knight-Wautoma fiber route.
 - Designs for new fiber route underway.
- Current Challenges:
 - Land access and evaluation
 - Cultural resources identified at river crossing





Knight 500kV Substation

Central Ferry-Lower Monumental Project Overview

- Project Description:
 - 40 miles new 500kV transmission line, Central Ferry and Lower Monumental Sub Bay Additions
- Schedule
 - 2009 Feb. - Project approved and launched
 - 2011 March - Final Environmental Impact Statement (EIS) and Record of Decision (ROD)
 - 2013 Fall – Energization (project timeline currently under review)
- Budget
 - Total Project costs (Direct): \$90 million
 - National Environmental Policy Act (NEPA) and preliminary engineering costs (Direct): \$6.5 million
 - Actual costs to date (Direct as of 3/31/12) \$13.5 million

Central Ferry-Lower Monumental Project Update

- No longer on original schedule for 2013 energization
- Continuing to maintain readiness to build
- Working with customers to determine timing for service CF-LoMo capacity would provide.
- Montana wind generation could affect the timing of this project.

I-5 Corridor Reinforcement Project Overview

- Project Description:
 - 70 miles new 500kV transmission line
 - Two new substations (Castle Rock and Troutdale)
- Schedule
 - 2009 Feb. – Project approved and launched
 - 2012 Dec. – Final Environmental Impact Statement (EIS)
 - 2013 Jan. – Record of Decision (ROD)
 - 2015 Oct. – Energization
 - Note: Schedule may need to be revisited, non-wires related options being studied and may allow delay of energization a few years
- Budget
 - Total Project costs (Direct): estimated at \$342 million
 - National Environmental Policy Act (NEPA) and preliminary engineering costs (Direct): funded at \$45 million
 - Actual costs to date (Direct as of 3/31/12): \$22.9 million

Montana to Washington* Project Overview

- Final phase of Sub-Synchronous Resonance (SSR) study expected end of May 2012
 - Preliminary results validating MW of plan of service
 - Verifies technical ratings of the filters
- Proceeding with NEPA
 - NOI published in Federal Register May 4, 2012
 - Upcoming public meetings
 - May 22, Lewiston, ID
 - May 23, Spokane, WA
 - June 12, Missoula, MT
 - June 13, St. Regis, MT
 - TBD - June 14, Wallace, ID
- Budget
 - Total Project (Direct): \$115 to 125 million
 - National Environmental Policy Act (NEPA) and preliminary engineering estimated costs (Direct): \$7 million

* Formerly CUB West