

May 18, 2012

Mr. Walter George  
Bureau of Land Management Project Manager  
Gateway West Transmission Line Project  
Bureau of Land Management  
5353 Yellowstone Road  
Cheyenne, WY 82009

**RE: Gateway West POD Update**

Dear Mr. George:

This letter is a follow-up to the email I sent on February 29, 2012 in which I transmitting a revised Standard Form 299 for the Gateway West Transmission Project (Project). In that email, I provided that an updated Plan of Development (POD) would be forthcoming. As such, please find attached our May 2012 POD. This POD:

- revises and supplements routes,
- provides additional information supporting the need for the Project,
- provides additional information regarding federal and state oversight,
- addresses right-of-way and structure configurations,
- addresses construction timeframes, and
- provides environmental protection plans.

The changes contained in this POD relative to the January 2010 POD are summarized below:

**Section 2 – Purpose and Need:**

- Overall, the purpose and need for this Project has not changed. Rocky Mountain Power and Idaho Power (the Companies) obligations, as essential service providers, continue to be to provide safe, reliable, reasonably priced electricity to meet the current and future needs of our customers. The updated POD provided as an attachment supports and explains those obligations.
- The facility changes described below will enable the Companies to meet their obligations to serve our customer's needs in a way that better balances cost and risk. As customer needs change and as state and national energy policy developments occur, the Companies will continue to adjust their plans accordingly.
- The Companies have provided additional information regarding federal and state oversight of the planning, construction, and rate adjustment processes that are integral components of our transmission systems.

### **Section 3 – Project Description:**

- The existing Segment 1 230 kV line (1W(c)) will be rebuilt between the existing Windstar and the future Aeolus substation as originally planned.
- The Segment 1 230 kV line to the west (known as the 1W (a) route) will be built paralleling the rebuilt 230 kV line, using the 1E-A alternative as the companies' proposed route from Windstar to mile post 20.
- The proposed 2nd eastern Segment 1 230 kV line has been removed from the Project.
- The Companies have adopted one single-circuit 500-kV transmission line for Segments 2, 3, and 4. This alternative is described in the Draft Environmental Impact Statement (EIS) as the first phase of the Schedule Variation and therefore is fully evaluated in that document. The difference between the Schedule Variation and the Project as described herein is that the second phase would not be built in the planning timeframe of Gateway West. Elimination of the second circuit between Aeolus and Populus Substations also results in the elimination of the Bridger 230-kV Substation from the Project. Although the proposed substation size does not materially change for the Aeolus and Anticline Substations, there will be a reduction of some equipment within the substations.
- The originally-forecast demand for electrical energy to serve oil and gas field facilities in the area of the originally-proposed Creston Substation has not materialized. The Creston Substation has been removed from the Project, but its general location continues to be used as the terminus for Segments 2 and 3, whose routing was determined by the WWEC and by the Wyoming Governor's EO-2011-5.
- The Companies have adopted Alternative 2C in Segment 2 based on public comment during the Draft EIS review process as well as compliance with the Governor's Executive Order on sage grouse and have made it part of the Proposed Route.
- The Companies have adopted Alternative 4A in Segment 4 based on public comment during the Draft EIS review process and have made it part of the Proposed Route.
- The Schedule Variation and Design Variation alternatives are no longer part of the Project. However, the Structure Variation remains.
- The construction schedule has been extended based on the multiple delays in the National Environmental Policy Act (NEPA) process and associated consultations.
- Since the January 2010 POD, engineering has progressed on portions of the Proposed Route. A design centerline has been developed for portions of the Proposed Route Segments 1W(a), 1W(c), 2, 3, 3A, and 4. These micro-siting changes range from less than 100 feet up to several miles. The changes are due to more site-specific information, refined design criteria for structure placement and conductor spans, and compliance with clearance and setback codes for mine operations, railroads, and highways, response to issues raised in Draft EIS comments and continued consultation with landowners. Table 1 - Proposed Route Adjustments since Draft EIS, attached, describes each change and its basis.

**Section 4 - Environmental Protection Plans**

- This section expands on the framework plans included as appendices to the POD that the Companies will use to ensure environmental protection during construction, operation, and maintenance of the Project. Each plan will include environmental protection measures (EPMs). These measures have been developed by the Companies to maintain environmental quality and meet requirements of various agencies. For the purposes of ongoing review and discussion with agencies, the measures will be submitted separately. Once the measures are finalized, they will be incorporated into individual plans.

Sincerely,



Pam Anderson  
Rocky Mountain Power Project Manager

Cc:  
Doug Dockter, Idaho Power  
Todd Jensen, Rocky Mountain Power  
Sharon Seppi, Rocky Mountain Power  
Aaron Gibson, Rocky Mountain Power  
Rod Fisher, Rocky Mountain Power

**Table 1**  
**Gateway West Transmission Line Project**  
**Proposed Route Adjustments Since DEIS**

| <b>REFERENCE NODES (1)</b> | <b>REASON FOR ADJUSTMENT</b>  |
|----------------------------|---|
| <b>Segment 1W(a)</b>       |   |
| 1, 1a                      | Shifted to old Alternative 1E-A alignment   |
| 1a, 1b                     | Shifted to old Segment 1E alignment; line separation increased to 1500 feet near previous lek location  |
| 1f, 2                      | Design centerline adjustment to avoid private landing strip (addresses Draft EIS mitigation measure)  |
| <b>Segment 1W(c)</b>       |   |
| 1f, 1g                     | Included new rebuild tie of less than 1 mile into existing Shirley Basin substation   |
| <b>Segment 2</b>           |   |
| 2a, 2b, 2c                 | Shifted to Alternative 2C alignment in compliance with Wyoming EO corridor  |
| 2c, 2d, 2e                 | Design centerline adjustment to accommodate Transwest Express and Gateway South alignments and to avoid Rawlins water treatment facility (resolves DEIS comment)  |
| 2g, 3                      | Design centerline adjustment to accommodate Transwest Express and Gateway South alignments and to avoid oil/gas well impacts  |
| <b>Segment 3</b>           |   |
| 3a, 4                      | Design centerline adjustment into proposed Anticline substation   |
| <b>Segment 3A</b>          |   |
| 3b, 4                      | Design centerline adjustment into proposed Anticline substation   |
| <b>Segment 4</b>           |   |
| 4c, 4d, 4e, 4f             | Shifted to Alternative 4A alignment in compliance with Wyoming EO corridor  |
| 4f, 4g, 4h                 | Design centerline adjustment to minimize wetlands impacts in Bear River Valley south of Montpelier, Idaho; design centerline adjustment to follow former Circuit B across Cache NF; slight shift to accommodate landowner comment |
| 4j, 5                      | Design centerline adjustment to accommodate landowner comment   |

| <b>Segment 5</b>  |   |
|-------------------|---|
| 5a, 5b, 5c        | Adjusted to accommodate landowner comments in Hawkins Basin                               |
| 5d                | Adjusted to minimize impacts to springs and recreation area along East Fork of Rock Creek |
| <b>Segment 7</b>  |   |
| 7a, 7b            | Adjusted to accommodate landowner comments in Hawkins Basin                               |
| 7c, 7d, 7e        | Adjusted to accommodate landowner comment   |
| 7l, 7m            | Design centerline adjustment to minimize irrigated agriculture impacts                    |
| <b>Segment 8</b>  |   |
| 8a, 8b            | Adjusted to accommodate landowner comment   |
| <b>Segment 9</b>  |   |
| 9e, 9f, 9g        | Adjusted crossing of Salmon Falls Creek to avoid VRM and ACEC impacts                     |
| <b>Segment 10</b> |   |
| 10a, 10b          | Adjusted to follow revised Southwest Intertie Project alignment                           |

(1) See maps in Appendix A of Plan of Development for route adjustment node locations