

APPLICATION FOR A CERTIFICATE OF ENVIRONMENTAL COMPATIBILITY

1. Name and address of the applicant

Salt River Project Agricultural Improvement and Power District (“SRP”)
1521 North Project Drive
Tempe, Arizona 85281-1298

2. Name, address, and telephone number of a representative of the applicant who has access to technical knowledge and background information concerning the application in question and who will be available to answer questions or furnish additional information.

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3. State each date on which applicant has filed a ten-year plan in compliance with ARS § 40-360.02 and designate each such filing in which the facilities for which this application is made were described. If they have not been previously described in a ten-year plan, state the reasons therefore.

In accordance with Arizona Revised Statute (“ARS”) § 40-360.02, SRP has filed a ten-year plan in each year since inception of the statute through 2009. The Project was first described in the January 2007 filing, and was also included in the January 2008 and 2009 submittals.

4. Description of the proposed facility.

a. With respect to an electric generating plant:

Not applicable

b. With respect to a proposed transmission line:

i. Nominal voltage for which the line is designed; description of the proposed structures and switchyards or substations associated therewith; and purpose for constructing said transmission line.

Nominal voltage for the Transmission Line Design:

The lines are designed for a nominal voltage of 230kV.

Description of the Proposed Structures:

The Project would generally use tubular type steel structures.

Description of Associated Switchyard or Substation:

The new RS-24 230/69kV Substation will be constructed on an approximately 25 acre site. The receiving station will be completely fenced with an eight foot security chain link fence with barbed wire. The facility will include a control room, bus work, circuit breakers, conduits, relaying and communication equipment, ground grids, 230/69kV transformers, and other auxiliary equipment as necessary to operate the facility. The station yard will be graveled and free from any vegetation. The tallest features of the site will be the dead-end structures used for the transmission line connections, the height of which will be approximately 60 feet. Low-profile sodium lights will illuminate the yard as needed. Cooling fans will periodically operate to provide cooling of the transformers. Access roads will be constructed and maintained at the substation location.

Purpose of Transmission Line:

The new transmission line will supply the RS-24 230/69kV Substation with bulk power delivery and the capacity to support existing and future electric demands in the area. In addition, the new line will create a 230kV loop between Abel, Dinosaur, Browning, Santan, Schrader, RS-17 and RS-24 stations. This will improve the reliability and performance of the entire system.

ii. Description of geographical points between which the transmission line will run, the straight-line distance between such points and the length of the transmission line for each alternative route for which the application is made.

The straight line distance between the two Project endpoints, the Abel and RS-17 Substations, is approximately 18 miles. The approximate distance (in miles) of each proposed alignment is summarized below. Each alignment is described in section v.

North of RS-24 Proposed Alignments:

- (1) Ryan Alignment (Preferred) – 10.1 miles
- (1A) Ryan Alignment/Meridian Sub-alternative – 10.7 miles
- (2) Germann Alignment (Alternative) – 10.4 miles
- (2A) Germann Alignment/Meridian Sub-alternative – 11.0 miles
- (3) North-Railroad Alignment (Alternative) – 8.4 miles
- (4) Ocotillo Alignment (Alternative) – 10.4 miles
- (4A) Ocotillo Alignment/Higley Sub-alternative (Sonoqui Wash) – 10.1 miles
- (4B) Ocotillo Alignment/Power Sub-alternative – 11.6 miles

South of RS-24 Proposed Alignments:

- (1) South-Railroad Alignment (Preferred) – 9.6 miles
- (2) Combs Alignment (Alternative) – 11.2 miles
- (3) Skyline Alignment (Alternative) – 10.2 miles

The total length of the preferred alignment (the combination of the Ryan Alignment and the South Railroad Alignment is 19.7 miles.

iii. Nominal width of the right-of-way required, nominal length of spans, maximum height of supporting structures, and minimum height of conductor above ground.

- Proposed right-of-way width is 100 feet.
- Average span length is 600 to 800 feet.
- Maximum height of any structure is 199 feet with typical structure heights in the range of 110 to 140 feet.
- Minimum height of conductor above the ground is approximately 22 feet for 69kV conductors and 25 feet for 230kV conductors.

iv. To the extent available, the estimated costs of proposed transmission line and route, stated separately. (If application contains alternative routes, furnish an estimate for each route and a brief description of the reasons for any variations in estimates.)

- The estimated cost of the proposed transmission line, including right-of-way is \$40,741,000
- The estimated cost for the receiving station including property costs is \$17,800,000.
- Total costs for the Project are approximately \$58,541,000.

The estimated costs for alternative alignments will vary. Assuming the ability to use standard structures, however, the costs of alternative alignments are not expected to vary substantially from the preferred alignment.

v. Description of proposed route and switchyard locations. (If application contains alternative routes, list routes in order of applicant's preference with a summary of reasons for such order of preference and any changes such alternative routes would require in the plans reflected in (i) through (iv) hereof.)

The proposed transmission line alignments in the northwestern section of the Project area begin at the Moody and RS-17 substations at or near the intersection of Recker Road and the UPRR on the north and ends near the intersection of Meridian Road and the UPRR on the south, near the southeast corner of the Town of Queen Creek. The southern section continues from the Meridian Road intersection south to the Abel Substation site. There are four proposed alignments in the northern section, some of which contain minor variations. There are three proposed alignments in the southern section.

Each alignment is described in detail below. Project maps depicting all the proposed alignments are included as Exhibits A-1 and A-2. All of the proposed alignments are acceptable to SRP.

North of RS-24 Proposed Alignments:

(1) Ryan Alignment (Preferred) – SRP's preferred alignment begins near the Moody 69kV Substation and planned RS-17 Substation site along the RWCD canal with an interconnection into the existing Santan-Schrader 230kV transmission line along the canal (Nodes 1-2). The alignment then follows the UPRR parallel to an existing 69kV line southeast to Ryan Road (Nodes 2-43-11). The alignment then parallels Ryan Road to the east until it intersects Signal Butte Road (Nodes 11-12-13), turns south to the UPRR (Nodes 13-24) and parallels the UPRR to the southeast (Nodes 24-27).

The Ryan alignment contains one sub-alternative that utilizes Meridian Road, rather than Signal Butte Road. This sub-alternative continues one-mile east of Signal Butte Road on Ryan Road, then turns south along Meridian Road to the UPRR (Nodes 13-14-27). The Meridian sub-alternative is not part of SRP's preferred alignment.

(2) Germann Alignment (Alternative) – This alternative alignment begins near the Moody 69kV Substation and planned RS-17 Substation site along the RWCD canal with an interconnection into the existing Santan-Schrader 230kV transmission line along the canal (Nodes 1-2). The alignment then follows the UPRR southeast to Germann Road (Nodes 2-43). The alignment then parallels Germann Road to the east until it intersects Signal Butte Road (Nodes 43-8), turns south to the UPRR and parallels the UPRR to Node 27 (Nodes 8-13-24-27). The Germann Alignment contains a sub-alternative that parallels Meridian Road rather than Signal Butte Road. This sub-alternative continues one-mile east of Signal Butte Road on Germann Road, then turns south along Meridian Road to the UPRR (Nodes 8-9-14-27).

(3) North-Railroad Alignment (Alternative) – This alternative alignment begins near the Moody 69kV Substation and planned RS-17 Substation site along the RWCD canal with an interconnection into the existing Santan-Schrader 230kV transmission line along the canal (Nodes 1-2), then parallels the UPRR to Combs Road (Nodes 2-43-11-24-27).

(4) Ocotillo Alignment (Alternative) – This alternative alignment begins with an interconnection into the existing Santan-Schrader 230kV line along the RWCD canal at Queen Creek Road (Node 16). The alignment continues south, adjacent to the RWCD canal to Ocotillo Road (Nodes 16-87). At Ocotillo Road, the alignment turns east to Sonoqui Wash and follows the wash southeast to the intersection with Riggs Road (Nodes 87-88-81-79). The alignment then continues east to the UPRR and Combs Road intersection (Nodes 79-27). Two sub-alternatives exist within this alignment. One extends east from the existing SRP Santan-Schrader 230kV transmission line along the RWCD canal at Queen Creek Road (Node 16) and south along Higley Road to Ocotillo Road (Nodes 16-17-88). Another sub-alternative extends from Ocotillo Road south along Power Road to Riggs Road and then east (Nodes 81-51-79). This sub-alternative bypasses the Sonoqui Wash.

South of Node 27 Proposed Alignments:

(1) South-Railroad Alignment (Preferred) – SRP’s preferred alignment parallels the UPRR right-of-way from Meridian Road southeast to the intersection of the Magma Railroad (Nodes 27-62-98). It then continues northeast parallel to the Magma Railroad to the Abel Substation site (Nodes 98-36).

(2) Combs Alignment (Alternative) – This alternative alignment begins at the UPRR at Meridian Road and continues east along Combs Road to Schnepf Road (Nodes 27-61). The alignment then follows Schnepf Road south to Skyline Road (Nodes 61-63). From Skyline Road, it continues east to Quail Run Lane before extending south to Judd Road (Nodes 63-66-35). At Judd Road, the route turns east to the Abel Substation site (Nodes 35-36).

(3) Skyline Alignment (Alternative) – This alternative alignment parallels the UPRR from Meridian Road southeast to Skyline Road and then departs from the UPRR at the intersection of Skyline Road (Nodes 27-62). The alignment continues east to Quail Run Lane before continuing south to Judd Road (Nodes 62-63-66-35). At Judd Road the route turns east to the Abel Substation site (Nodes 35-36).

Advantages of the preferred alignment include:

- It minimizes impacts to existing residential areas.
- It reduces impacts to the Phoenix-Mesa Gateway Airport.

- It minimizes visual impacts to nearby residential areas, especially areas identified as those most valued within the surrounding communities (e.g., Santan Mountains, Queen Creek Town Center, Queen Creek Gateways).
- It uses existing transmission and transportation corridor areas, thereby sharing compatible land uses and reducing impacts.

vi. For each alternative route for which the application is made, list the ownership percentages of land traversed by the entire route (federal, state, Indian, private, etc.).

Each of the proposed alignments crosses state and private land. No Federal lands are crossed by any of the alignments. Land ownership for each alignment is summarized in Table 1.

TABLE 1			
Summary of Land Ownership Mileages for the Preferred and Alternative Alignments			
Alignment	State – Miles (% of Total)	Private – Miles (% of Total)	Total
(1) Ryan Alignment (Preferred Alternative)	—	10.1 (100%)	10.1
(1A) Ryan Alignment/Meridian Sub-alternative	—	10.7 (100%)	10.7
(2) Germann Alignment (Alternative)	0.5 (5%)	9.9 (95%)	10.4
(2A) Germann Alignment/Meridian Sub-alternative	0.5 (5%)	10.5 (95%)	11.0
(3) North-Railroad Alignment (Alternative)	—	8.4 (100%)	8.4
(4) Ocotillo Alignment (Alternative)	0.7 (7%)	9.7 (93%)	10.4
(4A) Ocotillo Alignment/Higley Sub-alternative	0.7 (7%)	9.4 (93%)	10.1
(4B) Ocotillo Alignment/Power Sub-alternative	0.7 (6%)	10.9 (94%)	11.6
(1) South-Railroad Alignment (Preferred Alternative)	5.4 (56%)	4.2 (44%)	9.6
(2) Combs Alignment (Alternative)	1.0 (9%)	10.2 (91%)	11.2
(3) Skyline Alignment (Alternative)	3.0 (29%)	7.2 (71%)	10.2

5. List the areas of jurisdiction [as defined in ARS § 40-360(1)] affected by each alternative site or route and designate those proposed sites or routes, if any, which are contrary to the zoning ordinances or master plans of any such areas of jurisdiction.

The proposed alignments cross state and private lands within portions of Pinal and Maricopa Counties and the incorporated communities of Queen Creek, Mesa, and Gilbert, Arizona. The proposed alignments also cross lands managed or owned by these jurisdictions.

The transmission line alignments and receiving station sites are not contrary to the existing zoning, existing land use plans, or land management plans. Maps depicting Project area zoning and County, Town, and City Plan designations are included in Exhibit A.

6. Describe any environmental studies applicant has performed or caused to be performed in connection with this application or intends to perform or cause to be performed in such connection, including the contemplated date of completion.

Transcon Environmental has conducted appropriate environmental studies, including intensive field studies, and routing analyses to support this Application. Potential environmental effects of construction and operation of the proposed Project are described in the Exhibits to this Application. In the information included in these Exhibits, a cultural resources overview has been prepared (refer to Exhibit E). Prior to Project construction, SRP will conduct a pedestrian survey and will prepare a Cultural Resources Inventory Report for any certificated alignment not previously surveyed.

APPLICANT AUTHORIZATION

Respectfully submitted this 12th day of June 2009

by: Tom Novy
Tom Novy
Project Manager-Transmission Planning
Salt River Project

I certify that on this 12th day of June 2009
I have delivered to the Arizona Corporation
Commission an original and 25 copies of this
Application for a Certificate of
Environmental Compatibility.

By: Michelle Maser