

**APPLICATION FOR A CERTIFICATE OF
ENVIRONMENTAL COMPATIBILITY**

(Pursuant to A.R.S. Sections 40-360.03 and 40-360.06)

1. Name and address of the Applicant, or in the case of a joint project, the Applicants.

Name: Salt River Project Agricultural Improvement and Power District
Address: 1521 North Project Drive
Tempe, AZ 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.

Name: Dan Hawkins
Address: Mail Station POB 100
PO Box 52025
Phoenix, AZ 85072-2025
Telephone: (602) 236-3901
Fax: (602) 236-3896
Email: djhawkin@srpnet.com

3. State each date on which the Applicant has filed a Ten Year Plan in compliance with Arizona Revised Statutes (A.R.S.) Sections 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 A.R.S. Section 40-360.02, SRP has filed Ten Year Plans with the ACC on January 30, 2000, 2001, 2002, 2003, and 2004.

4. Description of the proposed facilities, including:

4.1 Description of electric generating plant.

Not Applicable.

4.2 Description of the proposed transmission lines.

4.2.1 General Description.

4.2.1.1 Nominal voltage for which the lines are designed.

The lines are designed for nominal voltages of 500 and 230 kV.

4.2.1.2 Description of proposed structures.

The Project would generally use tubular type steel structures.

4.2.1.3 Description of proposed switchyards and substations.

A 500 kV substation would be located on approximately 15 acres adjacent to the existing Santa Rosa Substation, located in Section 30, T5S, R4E. The facility would include electrical transformers, breakers, switching equipment, and other related components. A chain link fence would enclose the facility.

The proposed Pinal South Substation would be located on approximately 50 acres of private land in Section 30, T6S, R8E. The Pinal South Substation, a 500/230/115/69 kV facility, would include electrical transformers, breakers, switching equipment, and other related components. A chain link fence would enclose the facility.

The proposed SEV Substation would be located on approximately 50 acres of private land in Section 24, T3S, R8E and Section 19, T3S, R9E. The SEV Substation, a 500/230/69 kV facility, would include electrical transformers, breakers, switching equipment, and other related components. The SEV Substation would also include the co-location of a proposed SRP RS-22 230/69 kV Substation. A chain link fence would enclose the facility.

The proposed SRP RS-19 Substation would be located on private land and occupy approximately 15 acres in Sections 3, 4, or 10, T2S, R8E. SRP RS-19, a 230/69 kV facility, would include electrical transformers, breakers, switching equipment, and other related components. A chain link fence would enclose the facility.

4.2.1.4 Purpose for constructing proposed transmission lines.

- ◆ Increase customer load serving capability.
- ◆ Provide access to generation resources.
- ◆ Increase the reliability/operability of the transmission system while reducing transmission constraints.

4.2.2 General Location.

4.2.2.1 Description of the geographic points between which the transmission line will run.

The proposed 500 kV transmission line would begin at the Pinal West Substation located in Section 18, T5S, R2E near the Maricopa and Pinal County line, and end at the proposed SEV/SRP RS-22 Substation to be located in Section 24, T3S, R8E; or Sections 19 or 30, T3S, R9E in northeastern Pinal County. A double circuit transmission line

consisting of one 500 kV circuit and one 230 kV circuit may be constructed in place of a single circuit 500 kV line for any portion of the approved alignment from the Santa Rosa Substation to the SEV Substation.

The proposed double circuit 500/230 kV transmission line(s) would originate at the proposed SEV/SRP RS-22 Substation and terminate at the existing Browning Substation located in Section 12, T1S, R7E in southeastern Maricopa County.

4.2.2.2 *Straight-line distance between such geographic points.*

The straight-line distance between the Pinal West Substation and the Browning Substation is approximately 46 miles.

4.2.2.3 *Length of the transmission line for each alternative route.*

Preferred Alignment – The Preferred Alignment extends south from the Pinal West Substation, along the TEP Westwing – South 345 kV line to Papago Road. The alignment extends east, adjacent to and paralleling Papago Road, until intersecting with Table Top Road. The alignment then parallels Table Top Road south to Mayer Boulevard. The alignment extends east along Mayer Boulevard to Harvest Hills Trail. The alignment then parallels Harvest Hills Road until its convergence with the EPNG corridor. The alignment continues southeast along the EPNG corridor to the Santa Rosa Canal. The alignment then parallels the Santa Rosa Canal until its intersection with Teel Road. The alignment extends east, paralleling Teel Road and portions of the APS Certificated Gila Bend – Santa Rosa 230 kV corridor (Case No. 61), to the proposed Santa Rosa 500/230 kV Substation that would interconnect with the existing Santa Rosa Substation.

The Preferred Alignment then extends east, paralleling the existing APS and Western transmission lines corridor until it intersects with the Santa Rosa Wash flood control channel.

The Preferred Alignment extends south, paralleling the Santa Rosa Wash until its intersection with the I-8 corridor. The Preferred Alignment continues along the north side of the I-8 corridor in the southern Pinal County area until extending north along Sunland Gin Road, after crossing I-10.

The Preferred Alignment parallels Sunland Gin Road until its intersection with Earley Road, where the Preferred Alignment then extends east to Curry Road. At Curry Road, the Preferred Alignment loops into the potential Pinal South Substation by proceeding east along Earley Road to Tweedy Road, extending north to the midsection, and then east to the area adjacent to the existing ED2 Substation. This portion of the Preferred Alignment will require two sets of single circuit 500 kV structures to complete the loop.

Upon converging with Curry Road, the Preferred Alignment extends north until it reaches the EPNG corridor just south and west of Sundance. It extends east, paralleling the EPNG corridor, and then north, just west of Sundance, paralleling the existing Western Sundance – Coolidge transmission line corridor to HWY 87. The Preferred Alignment proceeds north for approximately one mile until extending east, paralleling a section line, portions of the GRIC boundary, and an existing Western 115 kV transmission line to Christensen/Sierra Vista Road.

The Preferred Alignment then extends north along Christensen/Sierra Vista Road until its intersection with the UPRR. The Preferred Alignment parallels the UPRR until it converges with the Magma Railroad. It then extends northeast, paralleling the Magma Railroad to the SEV Substation.

From the SEV substation, the Preferred Alignment extends in a northwestern direction, paralleling the CAP canal until its intersection with the existing Silver King to Browning 500 kV transmission line (Silver King – Browning 500 kV line). The Preferred Alignment would then parallel the existing Silver King – Browning 500 kV line until terminating at the Browning Substation. The proposed transmission line from SEV to Browning will be double circuit 500/230 kV. The 230 kV circuit will interconnect the proposed SRP RS-22 Substation, being co-located with the SEV Substation, and the SRP RS-19 Substation, proposed to be sited near the CAP canal between Pima and Pecos Road, before terminating at the Browning Substation. From the CAP canal to the Browning Substation, the Applicant proposes to build two sets of double circuit 500/230 kV structures, which would require removing the existing single circuit 500 kV structures.

If the Preferred Alignment is selected, the proposed SEV/RS-22 Substation would be a smaller facility that would accommodate only local area needs (See **Exhibit G-12**).

The nominal length of the Preferred Alignment is 100 miles.

Santa Cruz Wash Segment Option – The Santa Cruz Wash Segment Option, located in the central portion of the Project study area, would diverge east from the Preferred Alignment along Barnes Road. The Santa Cruz Wash Alternative would then parallel portions of an existing Western 115 kV transmission line and the Santa Cruz Wash until its intersection with Thornton Road. Paralleling Thornton Road south, the Santa Cruz Wash Segment Option would converge with the Preferred Alignment at the I-8 corridor. This segment option would decrease the line length by approximately 3 miles.

Eleven Mile Corner Road Segment Option – The Eleven Mile Corner Road Segment Option, located in the southeastern portion of the Project study area, would diverge from the Preferred Alignment in

the vicinity of the existing ED2 Substation/proposed Pinal South Substation site. This Segment Option would proceed north along the eastern side of the existing Western 115 kV transmission line corridor. At Bartlett Road, the two Western 115 kV lines separate. This alternative would continue to follow the western most existing 115 kV line north until converging with the Preferred Alignment prior to crossing HWY 87. This segment option would decrease the line length by approximately 5 miles.

Attaway Road Segment Option – The Attaway Road Segment Option is located in the northeastern portion of the Project study area. This alternative would extend north from the SEV Substation, paralleling the midsection between Attaway Road and Felix to Skyline Drive. It would then extend west for a short segment before extending north to follow the Attaway Road section line until it intersects with the existing Silver King – Browning 500 kV line. This alternative would extend west, paralleling the existing Silver King – Browning 500 kV line until converging with the Preferred Alignment before terminating at the Browning Substation. The 230 kV circuit of this alternative would have to extend west along the appropriate section line to loop into and out of the proposed SRP RS-19 Substation. This loop would be constructed with double circuit 230 kV structures. This segment option would increase the line length by approximately 2 miles.

Northern Alignment – The Northern Alignment, located in the north-central portion of the Project study area, would diverge from the Preferred Alignment east of the Santa Rosa Substation at the Santa Rosa Wash flood control channel. Where the Preferred Alignment extends south, the Northern Alignment would follow existing transmission lines and the EPNG corridor east to the vicinity of Sundance and then converge with the Preferred Alignment.

If the Northern Alignment were selected, the proposed Pinal South Substation would not be constructed. The Pinal South Substation is important to minimize future transmission lines and provide a connection point to southern Arizona. Instead, the SEV/RS-22 Substation would be a larger facility to accommodate regional transmission needs (See **Exhibit G-13**).

This alignment would reduce the line length by approximately 15 miles.

Eastern Alignment – The Eastern Alignment, located in the southeastern portion of the Project study area, would diverge east from the Preferred Alignment in the vicinity of the existing ED2 Substation/proposed Pinal South Substation site, following the midsection east to the UPRR. It would parallel the UPRR north until its intersection with Bartlett Road. The Eastern Alignment would parallel Bartlett Road east until extending north along Valley Farms Road. It would then parallel Valley Farms Road until its intersection

with the CAP canal. It would parallel the CAP canal to the proposed SEV Substation.

This alignment would increase the line length by approximately three miles.

4.2.3 Detailed Dimensions.

4.2.3.1 Nominal width of ROW required.

As part of this Application, the Applicant is requesting a nominal 160 to 300 foot ROW within a 500 foot to 0.5 mile wide corridor to accommodate the construction, operation, and maintenance of the proposed single circuit 500 kV transmission line and double circuit 500/230 kV transmission lines. The 500 foot to 0.5 mile wide corridor is being requested to minimize potential effects at any site-specific locations (i.e. cultural sites, sensitive habitats, physical features, etc.) where construction of Project facilities may be constrained.

4.2.3.2 Nominal length of span.

The nominal length of span may vary from 800 to 1,200 feet.

4.2.3.3 Maximum height of supporting structures.

The maximum height of supporting structures would be 199 feet.

4.2.3.4 Minimum height of conductor above ground.

The minimum height of the conductor above existing grade would be 28 feet. The average height above existing grade would be 35 feet.

4.2.4 To the extent available, estimate 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 such estimates.)

The estimated cost of the Preferred Alignment from Pinal West to Browning, and including a loop into the proposed Pinal South Substation, is \$195,000,000. This estimate can increase or decrease based on which segment options are selected.

The estimated differential cost of the Northern Alignment is approximately \$31,000,000 less than the Preferred Alignment.

The estimated differential cost of the Eastern Alignment is approximately \$7,000,000 less than the Preferred Alignment.

4.2.5 Description of the proposed route and substation locations.

The Applicant requests a CEC to construct one single circuit 500 kV transmission line in Pinal County, originating at the recently permitted Pinal West Substation

near the Maricopa and Pinal County line southwest of the City of Maricopa and terminating at the proposed SEV 500/230 kV Substation, which also includes the co-location of a proposed SRP RS-22 230/69 kV Substation, to be located in northeastern Pinal County. The Applicant also requests approval to construct a double circuit transmission line consisting of one 500 kV circuit and one 230 kV circuit in northeastern Pinal County, originating at the proposed SEV Substation and terminating at the existing Browning Substation in southeastern Maricopa County in Mesa, Arizona. Other interconnection components of this Project would include the existing Santa Rosa Substation, located in western Pinal County, the proposed Pinal South 500/230/115/69 kV Substation, to be located in southeastern Pinal County, and the proposed SRP RS-19 230/69 kV Substation, which would be sited along the SEV to Browning segment. The Applicant requests the flexibility to design and construct a double circuit transmission line consisting of one 500 kV circuit and one 230 kV circuit in place of a single circuit 500 kV line for any portion of the approved alignment from the Santa Rosa Substation to the SEV Substation as may be identified and funded by any of the Project Participants or third party interests who may become Project Participants.

4.2.6 Land Ownership

Approximately 19 miles (20%), cumulatively, of state lands may be traversed by the Preferred Alignment. Approximately 81 miles (80%), cumulatively, traverses private lands.

Approximately 16 miles (17%), cumulatively, of state lands may be additionally traversed by the Attaway Road Segment Option.

Approximately 4 miles (.04%), cumulatively, of state lands may be additionally traversed by the Northern Alignment.

5. Jurisdiction.

5.1 Areas of jurisdiction (as defined in A.R.S. Section 40-360) affected by this route.

The proposed transmission line would be constructed within the municipal jurisdictions of Casa Grande, Coolidge, Florence, Apache Junction, and Mesa; in addition to unincorporated Pinal County and a small portion of Maricopa County.

5.2 Designation for proposed sites or routes, if any, which are contrary to the zoning ordinances or master plans of affected areas of jurisdiction.

The proposed transmission line, Pinal South Substation, SEV and co-located SRP RS-22 Substations, and SRP RS-19 Substation are not located contrary to zoning ordinances or general plans of any affected areas of jurisdiction. The proposed line would be located near or within existing ROWs and near other industrial uses, to the extent feasible, established by the affected jurisdictions.

6. Description of the environmental studies the Applicant has performed or intends to perform.

Greystone Environmental Consultants, Inc. has conducted extensive environmental studies, including intensive field studies and routing analyses, to support this Application. Potential environmental

effects of construction and implementation of the Project are included in the Exhibits to this Application. In the information included in these Exhibits, a Class I Cultural Resources Inventory has been provided (See **Exhibit E-1**). Prior to construction, the Applicant will conduct a Class III pedestrian survey for disturbed areas of the certificated alignment not previously surveyed.

7. *Rationale for route selection/preference.*

The Applicant would accept and build any of the proposed alignments, as identified on **Figure 1**.

Proposed alignments described in this Application were selected based on environmental studies and electrical system planning. Advantages include the following:

- ◆ The Project would be constructed to parallel existing environmental routing opportunities to the extent feasible.
- ◆ The Preferred Alignment addresses regional transmission needs to the extent feasible by:
 - ▶ Increasing customer load serving capability.
 - ▶ Providing access to generation resources.
 - ▶ Increasing the reliability/operability of the transmission system while reducing transmission constraints.
- ◆ Existing access roads would be utilized to the extent feasible minimizing the need for additional road construction.
- ◆ No significant effects to special status species or unique habitats are anticipated to occur from the construction and operation of the Project.
- ◆ No unmitigated effects to archaeological or historic sites are anticipated to occur from the construction and operation of the Project.
- ◆ No significant effects regarding audible noise, communications signals, and electric and magnetic fields are anticipated to occur with construction and operation of the Project.

Based on the information provided above, the Applicant hereby affirms, upon thorough expert scientific environmental evaluation and analysis, that the Project is environmentally compatible and respectfully requests the issuance of a CEC, with a term of 20 years, from the Siting Committee.