



## Department of Energy

Bonneville Power Administration  
P.O. Box 3621  
Portland, Oregon 97208-3621

PUBLIC AFFAIRS

September 23, 2011

In reply refer to: DK-7

Richard van Dijk  
Ex 6

### **FOIA #BPA-2011-01782-F**

Dear Mr. van Dijk:

This is a final response to your request for records that you made to the Bonneville Power Administration (BPA) under the Freedom of Information Act (FOIA), 5 U.S.C. 552.

#### **You have requested the following:**

This information request is based on a meeting agenda with action items held on Oct. 8, 2009. The information is for all presentation materials both in preliminary and subsequent revisions, all e-mails, hand written notes of those involved.

#### **Response:**

BPA has provided all responsive documents in their entirety.

Pursuant to 10 CFR 1004.8, if you are dissatisfied with this determination, or the adequacy of the search, you may appeal in writing within 30 calendar days of receipt of a final response letter. The appeal should be made to the Director, Office of Hearings and Appeals, HG-1, Department of Energy, 1000 Independence Avenue, SW, Washington, DC 20585-1615. The written appeal, including the envelope, must clearly indicate that a FOIA Appeal is being made.

I appreciate the opportunity to assist you. Please contact Cheri Benson, FOIA/Privacy Act Specialist at (503) 230-7305 with any questions about this letter.

Sincerely,

*/S/Christina J. Munro*  
Christina J. Munro  
Freedom of Information Act/Privacy Act Officer

Enclosure: Responsive documents



# FactSheet

September 2009

## I-5 Corridor Reinforcement Project Providing safe, reliable energy for the future

The July 2009 heat wave brought unusual attention to the region's electric power system. Daily media alerts in the Portland/Vancouver metropolitan area questioned whether the power system could generate and deliver sufficient power to keep air conditioning units running, and whether the system could hold up under stresses caused by the heat and demand for power.

The transmission system successfully met all the challenges the heat threw at it, as it did last winter when snow and freezing temperatures gripped the region for days.

Growing population and energy uses such as air conditioning drive increasing electricity demand in the Portland/Vancouver area and throughout the Northwest, even with an aggressive regional energy conservation program. As the demand for electricity increases, BPA's transmission system will continue to be tested.

As part of its effort to keep pace with increasing demands, BPA is proposing to build the I-5 Corridor Reinforcement Project, a new 500-kilovolt transmission line that would run between Castle Rock, Wash., and Troutdale, Ore.

### Why is the I-5 Corridor Reinforcement Project needed?

The proposed project would strengthen BPA's transmission grid and allow it to meet future electricity demands safely and reliably.

The transmission system in southwest Washington and northwest Oregon is heavily used and is approaching its capacity as power production and electricity use increase. More and more electricity is needed for the high concentration of industrial, commercial and residential electrical use in Portland, Vancouver, Longview and surrounding suburban cities and towns. The power plants that serve this area include hydroelectric dams; gas, coal and nuclear plants; and, more recently, wind farms. These power generation facilities use the transmission system to get the power they produce to the people and industries that use it.

BPA continues to receive requests for more transmission service. Each year, utilities, power generators and power marketers make requests for long-term transmission service on BPA's transmission system. These requests further increase the likelihood that the transmission system will soon exceed its capacity. BPA has taken all available steps to reduce congestion on the system short of major infrastructure additions, but the problem continues to intensify.

If an additional line is not built, these pressures pose serious reliability concerns and possibly could lead to





power blackouts in the area. This conclusion is supported by other regional utilities that have also experienced increasing demands on their systems.

Reinforcing the transmission system along the I-5 corridor also would provide the transmission flexibility required to bring more highly desirable renewable wind power from the east to the population centers along I-5.

## How does BPA propose to reinforce the system?

BPA planning engineers have determined that adding a 500-kV transmission line would help meet the region's growing need for electricity. The proposed transmission line would be about 70 miles long and extend from a new substation near Castle Rock, Wash., to a new substation near BPA's existing Troutdale Substation.

BPA has not identified a preferred route or made a decision to build a line. Engineers have identified a number of route segments (see map on opposite page) between the proposed new substations. The segments vary in length and include both existing and new rights-of-way. Some segments run parallel to existing rights-of-way. Route segments cross urban and rural, private and public land. Any number of identified route segments can be combined to form a reasonable transmission line alternative. There may be other segments that meet the technical requirements of the system that we haven't looked at yet. If there are, we want to hear about them.

## What are the next steps?

BPA will prepare an environmental impact statement for the proposed project. The first step is seeking comments on the scope of the EIS to help identify

potentially significant impacts and issues that may result from the proposed project. Information and comments from all interested and potentially affected parties, including landowners, citizens, tribes, government agencies and interest groups, will help us identify potential environmental impacts.

The potential environmental issues identified for most transmission line projects include land use, cultural resources, aesthetics, public health and safety, sensitive plants and animals, soil erosion, wetlands, floodplains, fish, wildlife and water resources.

Once the scoping period ends, the agency will use the comments received during the scoping period, discussions with interested parties and additional surveys and studies of the route segments to develop reasonable transmission line alternatives and to begin work on the draft EIS.

This draft EIS will describe the transmission line alternatives developed and identify potential impacts and mitigation to reduce impacts. The draft EIS also will

### Fall 2009

BPA announces proposed project and solicits public input on scope of EIS

### 2010

BPA conducts field work and environmental analyses, prepares draft environmental impact statement

### Spring 2011

BPA issues draft environmental impact statement for public review and comment

### Spring 2012

BPA issues final environmental impact statement

### Spring 2012

BPA announces agency decision



describe the impacts of not building the transmission line. When complete, BPA will release the draft EIS for public review and comment, and will hold public meetings. BPA will respond to comments on the draft EIS in the final EIS.

After BPA reviews all the information in the final EIS, it will make a decision about the project, which will be explained in a record of decision.

## How can I get involved?

There are several ways to be informed and to get involved in the I-5 Corridor Reinforcement Project:

### Get on the mailing list

If you received this in the mail, you are on our mailing list. If you would like to be added to the list, please visit the project Web site at [www.bpa.gov/go/i5](http://www.bpa.gov/go/i5) and view the "Get Involved" link. You also can call us toll free at (800) 230-6593 and leave your name, address and other contact information so we can add you to the list.

### Go online

Visit the project Web site at [www.bpa.gov/go/i5](http://www.bpa.gov/go/i5). The Web site has a wealth of information about the project. The Web site will be updated throughout the public and environmental review.

### Submit comments on the project

You may submit comments, suggestions or requests to BPA in a number of ways. Online at [www.bpa.gov/go/i5](http://www.bpa.gov/go/i5). By mail at BPA I-5 Corridor Reinforcement, PO Box 9250, Portland OR 97207. Toll free at (800) 230-6593. By fax at (888) 315-4503.

BPA is accepting public scoping comments through Nov. 23, 2009. BPA posts all comments on its Web site. Comments received by voice mail at the toll-free number will be transcribed and posted on the Web site.

### Attend the open house scoping meetings

At these informal meetings, BPA will provide maps and other information about the project and have members of the project team available to answer questions and accept oral and written comments. Interested parties may stop by any time during the open house to share ideas and comments.

## Open house scoping meetings

### Tuesday, Oct. 27, 2009

4 p.m. to 7 p.m.  
Amboy Middle School  
22115 NE Chelatchie Road  
Amboy, WA 98601

### Wednesday, Oct. 28, 2009

4 p.m. to 7 p.m.  
Gaiser Student Hall at Clark College  
1933 Fort Vancouver Way  
Vancouver, WA 98663

### Thursday, Oct. 29, 2009

4 p.m. to 7 p.m.  
Mark Morris High School  
1602 Mark Morris Court  
Longview, WA 98632

### Tuesday, Nov. 3, 2009

4 p.m. to 7 p.m.  
Liberty Middle School  
1612 NE Garfield Street  
Camas, WA 98607

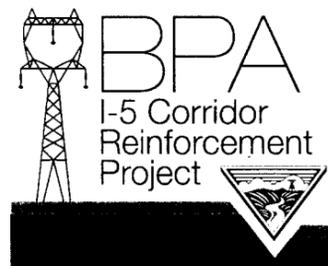
### Thursday, Nov. 5, 2009

4 p.m. to 7 p.m.  
Gresham Holiday Inn  
2752 NE Hogan Drive  
Gresham, OR 97030

### Saturday, Nov. 7, 2009

1 p.m. to 4 p.m.  
Hazel Dell Grange  
7509 NE Hazel Dell Avenue  
Vancouver, WA 98665  
No wheelchair access at this meeting

*For Americans with Disabilities Act accommodations,  
please call toll free (800) 622-4519.*



## FSEC Talking Points

### Why Network Open Season?

BPA's transmission system has been experiencing increased congestion over the past 15 years. For a variety of reasons, during that period, little transmission was being constructed, either in the NW or nationally.

To address that problem, BPA developed a new business model for examining needed transmission system upgrades which we call "Network Open Season" or "NOS" :

In that model, the business arrangement for building new transmission is fundamentally changed:

Customers agree to

- commit to purchase transmission (assuming BPA meets certain requirements) and
- provide a security deposit for the requests that they want to have considered.

BPA agrees to

- conduct a "cluster study", at our cost, to identify the new TX system reinforcements needed to provide service to those requests
- Conduct a financial analysis to determine whether the service could be provided at rolled in rates
- IF YES
  - Conduct a NEPA study
  - If Decision to build after completion of NEPA
  - Finance and build the needed infrastructure

In the old model, the customer paid for the study, NEPA, engineering work, and financed the project if they wanted it to be built.

This is a repeated model – occurs on an annual basis – is essentially the new way that BPA does its transmission business.

### Cluster Study

Examines the infrastructure that would be needed to serve existing commitments PLUS the new requests that made the commitment to participate in that NOS to determine what infrastructure would need to be added to enable all of the additional requests to be provided.

What is so different about this model – Previously, we considered essentially one request at a time, resulting in a process that took a great deal of time to be able to inform

requestors of what transmission system upgrade would be needed to enable their request due to the need to know what was happening with requests above them in the queue first.  
Results of NOS '08 Regarding I-5 Corridor

Identified several transmission builds that would be needed to enable service to meet the transmission needs for the parties that made the required commitment. One of those was the I-5 Corridor Reinforcement Project. This project, alone, would enable BPA to provide

- \*150 MW of service to participants in the 2008 NOS.

- \* Combined with Big Eddy-Knight, it would enable BPA to provide 645 MW of service

- \* Combined with Big Eddy-Knight and Central Ferry-Lower Monumental, it would enable BPA to provide 745 MW of service.

In addition, in NOS 2009, BPA has additional requests that we believe (without completion of this year's cluster study) will require reinforcement of the transmission system to enable BPA to provide that service. If we were able to grant all of the NOS '09 requests that need capacity here, that would involve over 600 MW of additional service.

Finally, we must expect that in NOS 2010, yet more requests would require a transmission system upgrade in the I-5 Corridor to enable BPA to provide that service.

Other factors that will be part of the final decision (After NEPA):

- \*I-5 corridor is currently the most constrained portion of our transmission system

- \*I-5 corridor currently experiences the highest number of "reliability events" that result in a need to cut transactions that are flowing on the system to maintain reliability limits

- \*It is getting more and more difficult to take lines out of service on this portion of the transmission system to do needed maintenance work.

# 2008 NOS Project Summary

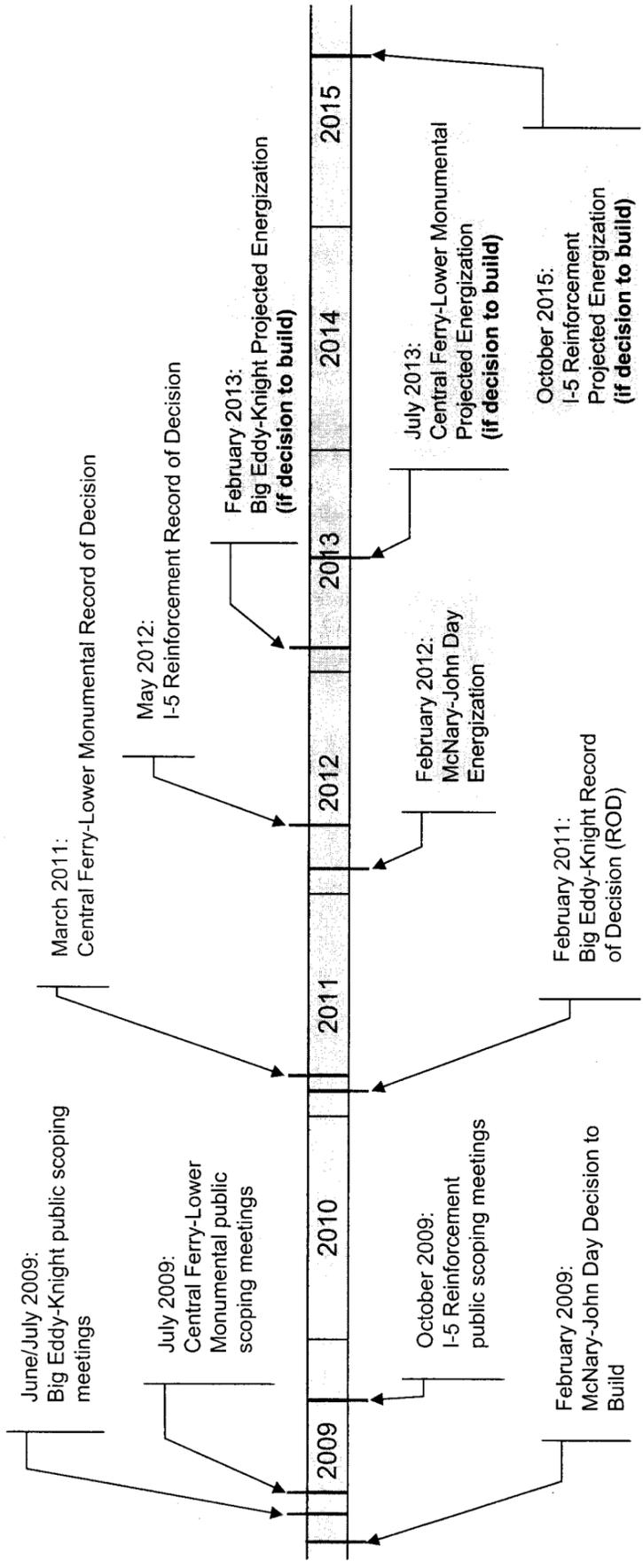
as of September 15, 2009



- **McNary - John Day (UNDER CONSTRUCTION)**
  - 79 mile new 500kV transmission line
  - Decision date: February 2009
  - Energization Date: February 2012
  - Estimated Direct Cost: \$246.5 million
  - Current Associated MW:
    - McNary-JD only = 575 MW (includes 575 MW of wind)
  - Project Manager: Mark Korsness
  - [http://www.transmission.bpa.gov/PlanProj/Transmission\\_Projects/default.cfm?page=MJD](http://www.transmission.bpa.gov/PlanProj/Transmission_Projects/default.cfm?page=MJD)
- **Big Eddy - Knight (IN NEPA REVIEW)**
  - 28 mile new 500 kV transmission line AND new 500kV Knight substation
  - Scheduled Decision Date: February 2011 Record of Decision (ROD)
  - Projected Energization Date: February 2013 (if decision to build)
  - NEPA and Preliminary Engineering Cost: \$6 million
  - Estimated Direct Cost: \$115 million
  - Current Associated MW:
    - Big Eddy-Knight only = 1,150 MW (includes 1,150 MW of wind)
    - with Central Ferry-Lower Monumental = 1,790 MW (includes 1,700 MW of wind)
    - with Central Ferry-Lower Monumental and I-5 = 1,890 MW (includes 1,800 MW of wind)
  - Project Manager: Steve Prickett
  - Environmental Lead: Stacy Mason
  - [http://www.transmission.bpa.gov/PlanProj/Transmission\\_Projects/default.cfm?page=BEKTP](http://www.transmission.bpa.gov/PlanProj/Transmission_Projects/default.cfm?page=BEKTP)
- **Central Ferry - Lower Monumental (IN NEPA REVIEW)**
  - 40 mile new 500 kV transmission line
  - Scheduled Decision Date: March 2011 ROD
  - Projected Energization Date: July 2013 (if decision to build)
  - NEPA and Preliminary Engineering Cost: \$6.5 million
  - Estimated Direct Cost: \$99 million
  - Current Associated MW:
    - Central Ferry-Lower Monumental only = 200 MW (includes 200 MW of wind);
    - with Big Eddy-Knight = 840 MW (includes 750 MW of wind);
    - with Big Eddy-Knight and I-5 = 940 MW (includes 850 MW of wind)
  - Project Manager: Theresa Berry
  - Environmental Lead: Tish Eaton
  - [http://www.transmission.bpa.gov/PlanProj/Transmission\\_Projects/default.cfm?page=CF-LoMo](http://www.transmission.bpa.gov/PlanProj/Transmission_Projects/default.cfm?page=CF-LoMo)
- **I-5 Reinforcement (IN NEPA REVIEW)**
  - 70-90 mile new 500kV transmission line AND new 500kV substation at Castle Rock, WA
  - Scheduled Decision Date: May 2012 ROD
  - Projected Energization Date: October 2015 (if decision to build)
  - NEPA and Preliminary Engineering Cost: \$14 million
  - Estimated Direct Cost: \$342 million
  - Current Associated MW:
    - I-5 only = 150 MW (includes 0 MW of wind);
    - with Big Eddy-Knight = 645 MW (includes 0 MW of wind);
    - with Big Eddy-Knight and Central Ferry-Lower Monumental = 745 MW (includes 100 MW of wind)
  - Project Manager: Mark Korsness
  - Environmental Lead: Nancy Wittpenn
  - [http://www.transmission.bpa.gov/PlanProj/Transmission\\_Projects/default.cfm?page=I5corr](http://www.transmission.bpa.gov/PlanProj/Transmission_Projects/default.cfm?page=I5corr)

*All numbers are subject to change over time as additional authorizations occur.*

## 2008 Network Open Season Project Timeline For Projects Under Construction or in NEPA



# 2008 NOS Project Summary

as of September 15, 2009



- McNary - John Day (UNDER CONSTRUCTION)
  - 79 mile new 500kV transmission line
  - Decision date: February 2009
  - Energization Date: February 2012
  - Estimated Direct Cost: \$246.5 million
  - Current Associated MW:
    - McNary-JD only = 575 MW (includes 575 MW of wind)
  - Project Manager: Mark Korsness
  - [http://www.transmission.bpa.gov/PlanProj/Transmission\\_Protects/default.cfm?page=MJD](http://www.transmission.bpa.gov/PlanProj/Transmission_Protects/default.cfm?page=MJD)
- Big Eddy - Knight (IN NEPA REVIEW)
  - 28 mile new 500 kV transmission line AND new 500kV Knight substation
  - Scheduled Decision Date: February 2011 ROD
  - Projected Energization Date: February 2013 (if decision to build)
  - NEPA and Preliminary Engineering Cost: \$6 million (CAB approved)
  - Estimated Direct Cost: \$115 million
  - Current Associated MW:
    - Big Eddy-Knight only = 1,150 MW (includes 1,150 MW of wind)
    - with Central Ferry-Lower Monumental = 1,790 MW (includes 1,700 MW of wind)
    - with Central Ferry-Lower Monumental and I-5 = 1,890 MW (includes 1,800 MW of wind)
  - Project Manager: Steve Prickett
  - Environmental Lead: Stacy Mason
  - [http://www.transmission.bpa.gov/PlanProj/Transmission\\_Protects/default.cfm?page=BEKTP](http://www.transmission.bpa.gov/PlanProj/Transmission_Protects/default.cfm?page=BEKTP)
- Central Ferry - Lower Monumental (IN NEPA REVIEW)
  - 40 mile new 500 kV transmission line
  - Scheduled Decision Date: March 2011 ROD
  - Projected Energization Date: July 2013 (if decision to build)
  - NEPA and Preliminary Engineering Cost: \$6.5 million (CAB approved)
  - Estimated Direct Cost: \$99 million
  - Current Associated MW:
    - Central Ferry-Lower Monumental only = 200 MW (includes 200 MW of wind);
    - with Big Eddy-Knight = 840 MW (includes 750 MW of wind);
    - with Big Eddy-Knight and I-5 = 940 MW (includes 850 MW of wind)
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- I-5 Reinforcement (IN NEPA REVIEW)
  - 70-90 mile new 500kV transmission line AND new 500kV substation at Castle Rock
  - Scheduled Decision Date: May 2012 ROD
  - Projected Energization Date: October 2015 (if decision to build)
  - NEPA and Preliminary Engineering Cost: \$14 million (CAB approved)
  - Estimated Direct Cost: \$342 million
  - Current Associated MW:
    - I-5 only = 150 MW (includes 0 MW of wind)
    - with Big Eddy-Knight = 645 MW (includes 595 MW of wind);
    - with Big Eddy-Knight and Central Ferry-Lower Monumental = 745 MW (includes 695 MW of wind)
  - Project Manager: Mark Korsness
  - Environmental Lead: Nancy Wittpenn
  - [http://www.transmission.bpa.gov/PlanProj/Transmission\\_Protects/default.cfm?page=I5](http://www.transmission.bpa.gov/PlanProj/Transmission_Protects/default.cfm?page=I5)
- West of Cascade Remedial Action Scheme
  - Cancelled due to withdrawal of PTSA/TSR associated with Northern Inertic

All numbers are subject to change over time as additional authorizations occur.



## Department of Energy

Bonneville Power Administration  
P.O. Box 491  
Vancouver, Washington 98666-0491

TRANSMISSION SERVICES

October 9, 2009

In reply refer to: TEP-TPP-3

### **To: Parties Interested in the I-5 Corridor Reinforcement Project**

Bonneville Power Administration (BPA) is proposing to build a new transmission line and associated substations that could affect you. This letter briefly explains what is being proposed, outlines our environmental review process and schedule, and invites you to meetings where you can learn more and comment on the proposal.

**Proposal** - BPA is proposing to construct a 500-kilovolt transmission line and associated substations. The new transmission line would extend generally north to south from a new substation near Castle Rock, Cowlitz County, Washington (referred to as Castle Rock Substation), to a new substation near BPA's Troutdale Substation, Troutdale, Multnomah County, Oregon (see enclosed map). The proposed transmission line and substations are needed to help ease transmission system congestion in the northwest Oregon and southwest Washington area, allowing BPA to fulfill existing and new transmission service requests for existing and new generation; improve system reliability; and meet continued electric load growth.

To understand the potential impacts of the proposed project, BPA will prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). See NEPA enclosure for more details. During this process, we will be working with landowners, Tribes, the Washington and Oregon energy facility siting councils, as well as with other federal, state and local agencies, and interest groups.

BPA has identified many preliminary transmission line route segments that can be combined in various ways to form different potential routes for the proposed transmission line. These route segments vary in length and are composed of existing and new rights-of-way, or parallel existing rights-of-way. While many preliminary route segments have already been identified, other route segments may be identified and existing route segments may be modified or eliminated as a result of the scoping process. BPA will use comments received during the scoping period, continuing discussions with various interested parties, and further transmission line design work to develop route segments into transmission line alternatives to be studied in the draft EIS. BPA will consider the impacts of these transmission line alternatives, and also the No Action Alternative, that is, not building the transmission line and substations, in the draft EIS.

**Public Meetings** - We will soon start to assess the potential environmental impacts of the proposed project and we would like to hear from you. What questions do you have? What resources should we analyze? Do you have comments on the preliminary transmission line route segments and locations for the new substations? We have scheduled the following six public scoping meetings to hear your ideas and accept comments related to the scope of the EIS that will be prepared.

Tuesday, Oct. 27, 2009  
 4 p.m. to 7 p.m.  
 Amboy Middle School  
 22115 NE Chelatchie Road  
 Amboy, WA 98601

Wednesday, Oct. 28, 2009  
 4 p.m. to 7 p.m.  
 Clark College  
 Gaiser Student Hall  
 1933 Fort Vancouver Way  
 Vancouver, WA 98663

Thursday, Oct. 29, 2009  
 4 p.m. to 7 p.m.  
 Mark Morris High School  
 1602 Mark Morris Court  
 Longview, WA 98632

Tuesday, Nov. 3, 2009  
 4 p.m. to 7 p.m.  
 Liberty Middle School  
 1612 NE Garfield Street  
 Camas, WA 98607

Thursday, Nov. 5, 2009  
 4 p.m. to 7 p.m.  
 Gresham Holiday Inn  
 2752 NE Hogan Drive  
 Gresham, OR 97030

Saturday, Nov. 7, 2009  
 1 p.m. to 4 p.m.  
 Hazel Dell Grange (**No Wheelchair Access**)  
 7509 NE Hazel Dell Avenue  
 Vancouver, WA 98665

We do not plan to give a formal presentation at the meetings, so come anytime between 4 and 7 p.m. We will have maps and other information available about the project and several members of the project team will be available to answer your questions, listen to your ideas, and accept your comments.

**Other Ways to Comment** - If you cannot come to one of the meetings, you can still comment. Please submit comments to us by **November 23, 2009**. Comments on the proposed scope of the EIS can be made online at [www.bpa.gov/go/i5](http://www.bpa.gov/go/i5). You can also use the enclosed comment form and return envelope to make comments. Send separate letters with comments to I-5 Corridor Reinforcement Project, PO Box 9250, Portland, OR, 97207, or by fax to (888) 315-4503. You may also call and leave a comment on BPA's comment and information line at (800) 230-6593. BPA will post all comments on BPA's Web site at [www.bpa.gov/go/i5](http://www.bpa.gov/go/i5).

**Process and Schedule** - Starting this winter you may see BPA staff or contractors in the area as they work to refine possible routes and conduct environmental surveys. If we need to enter property where we do not have existing access, we will contact property owners for permission through a separate mailing in the next two weeks.

The information we gather in our environmental studies will be published in a draft EIS that will be available for review and comment in late 2010 or early 2011. The environmental review process will take approximately two and a half years, with a decision on whether and how to proceed with the project expected by spring 2012.

**For More Information** - To find out more information about this project, please go to BPA's Web site at [www.bpa.gov/go/i5](http://www.bpa.gov/go/i5) or refer to the enclosed fact sheet for details. You may also call BPA's comment and information line at (800) 230-6593 and leave a question or message. Your question or message will be forwarded to the appropriate team member who will get back to you quickly.

Thank you for your interest in this project.

Sincerely,



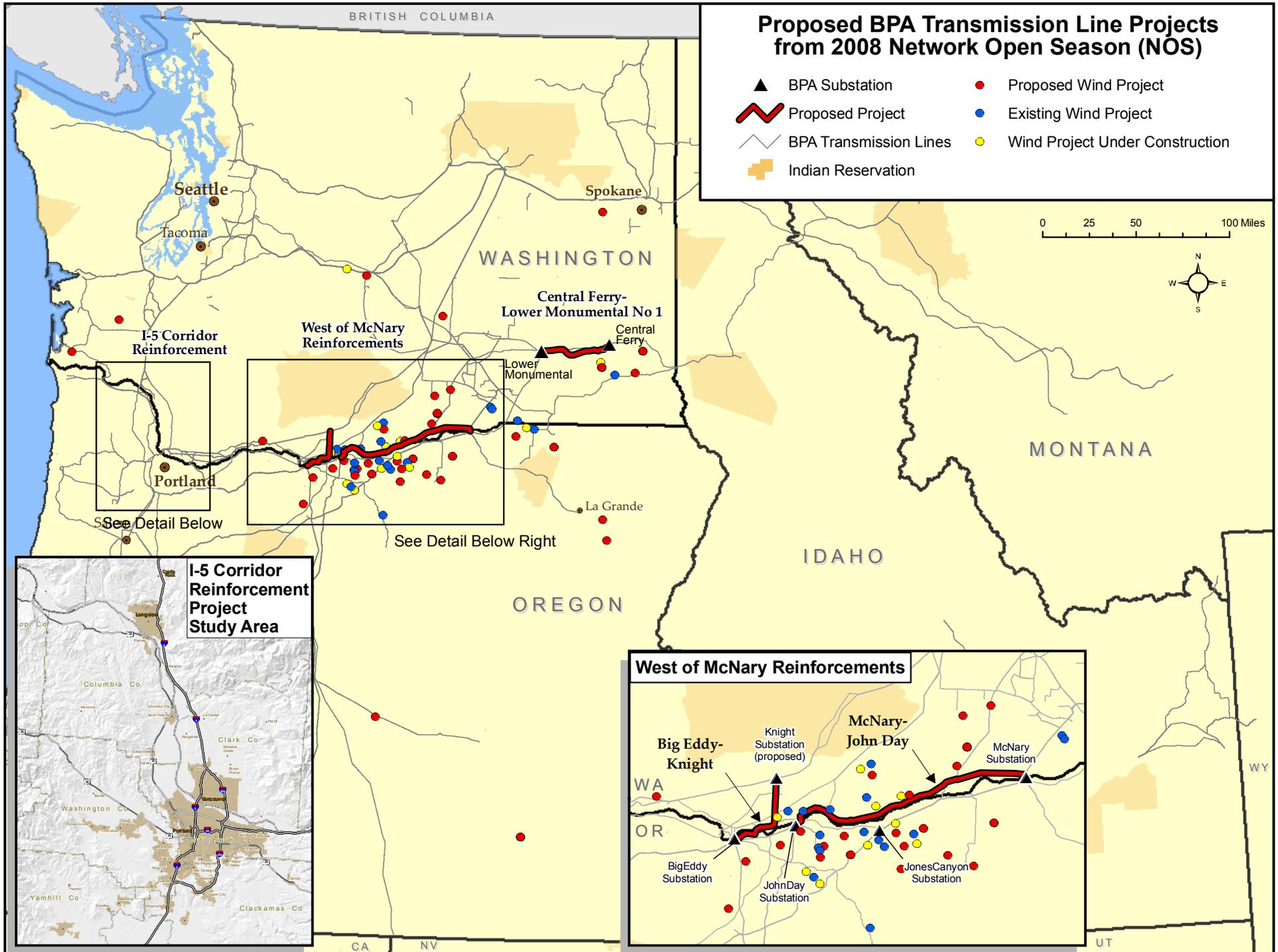
Mark Korsness  
Project Manager

Enclosure(s):  
Project Map  
NEPA Brochure  
Comment Form  
Return Envelope  
Fact Sheet

# Proposed BPA Transmission Line Projects from 2008 Network Open Season (NOS)

-  BPA Substation
-  Proposed Project
-  BPA Transmission Lines
-  Indian Reservation
-  Proposed Wind Project
-  Existing Wind Project
-  Wind Project Under Construction

0 25 50 100 Miles



West of McNary Reinforcements

Central Ferry-Lower Monumental No 1

Portland

See Detail Below

See Detail Below Right

La Grande

OREGON

IDAHO

MONTANA

I-5 Corridor Reinforcement Project Study Area

West of McNary Reinforcements

Big Eddy-Knight

McNary-John Day

McNary Substation

Big Eddy Substation

John Day Substation

Jones Canyon Substation

Knight Substation (proposed)



**Bonneville Power Administration  
Transmission Services**

# **PTSA Summary by Customer**

Posted for discussion at the  
November 20, 2008  
Network Open Season  
Customer Meeting



## Bonneville Power Administration Transmission Services

The following list provides the Precedent Transmission Service Agreements (PTSAs) and study areas that BPA Transmission Services used in the 2008 Network Open Season Cluster Study. The summary indicates, by customer, the PTSAs and associated demand (in MW) that were grouped together for the various study areas. A detailed listing of each PTSA is given in separate material (November 20, 2008).

<b>NOS -- Customer PTSA Grouping Summary</b>		
<b>Portland General Electric</b>		
Pre-NOS	1 PTSAs	50 MW
<b>Finley BioEnergy, LLC</b>		
Pre-NOS	1 PTSAs	1 MW
<b>Mason County PUD No. 3</b>		
Pre-NOS	1 PTSAs	1 MW
<b>Tacoma Power - REDIRECT</b>		
Pre-NOS	1 PTSAs	3 MW
<b>Alternity Wind Power</b>		
West of McNary Reinforcements & West of Garrison RAS	1 PTSAs	80 MW
<b>Clark Public Utilities - NT</b>		
Potential Authorization	2 PTSAs	236 MW
<b>Clatskanie</b>		
Potential Authorization	2 PTSAs	10 MW
<b>Columbia Energy Partners</b>		
Potential Authorization	1 PTSAs	25 MW
Harney Area Reinforcement	28 PTSAs	775 MW
<b>enXco Development Corp</b>		
West of McNary Reinforcements	6 PTSAs	400 MW
<b>Eurus Combine Hills</b>		
Potential Authorization	1 PTSAs	62 MW
<b>Grays Harbor PUD - Redirect</b>		
Potential Authorization	2 PTSAs	4 MW
<b>Horizon Wind Energy, LLC</b>		
Potential Authorization	1 PTSAs	50 MW
West of McNary Reinforcements	18 PTSAs	912 MW
West of McNary & LAGR Area Reinforcements±	1 PTSAs	38 MW
<b>Lewis County PUD – NT</b>		
West of McNary Reinforcements	1 PTSAs	21 MW
<b>Northwest Geothermal</b>		
Potential Authorization	4 PTSAs	120 MW
<b>Pacific NW Generating Coop (PNGC) - NT</b>		
West of McNary & LAGR Area Reinforcements	1 PTSAs	16 MW
<b>PacifiCorp</b>		
Potential Authorization	3 PTSAs	12 MW
West of McNary Reinforcements	1 PTSAs	38 MW
<b>PBL – NT</b>		
Potential Authorization	4 PTSAs	191 MW
West of McNary Reinforcements	2 PTSAs	126 MW
PTSA Summary by Customer	November 20, 2008	Page 2 of 3



## Bonneville Power Administration Transmission Services

<b>NOS -- Customer PTSA Grouping Summary (cont'd)</b>		
<b>PBL – Redirect</b>		
West of McNary Reinforcements	1 PTSAs	50 MW
West of McNary & Little Goose Area Reinforcements	1 PTSAs	90 MW
<b>PowerEx</b>		
Northern Intertie Reinforcement	2 PTSAs	100 MW
West of McNary & I-5 Corridor Reinforcements	2 PTSAs	200 MW
<b>PPL EnergyPlus, LLC (EPLU)</b>		
Potential Authorization	1 PTSAs	50 MW
West of McNary Reinforcements	1 PTSAs	50 MW
<b>PPM Energy (Iberdrola)</b>		
West of McNary Reinforcements	9 PTSAs	250 MW
West of McNary & I-5 Corridor Reinforcements	1 PTSAs	45 MW
West of McNary & Little Goose Area Reinforcements	4 PTSAs	200 MW
West of McNary & I-5 & Little Goose Area Reinforcements	2 PTSAs	100 MW
<b>Puget Sound Energy</b>		
Potential Authorization†	8 PTSAs	407 MW
West of McNary Reinforcements	1 PTSAs	27 MW
Little Goose Area Reinforcement	5 PTSAs	200 MW
West of McNary & Little Goose Area Reinforcements	4 PTSAs	150 MW
<b>Renewable Energy Systems</b>		
West of McNary & Little Goose Area Reinforcements	4 PTSAs	200 MW
<b>Snohomish</b>		
Potential Authorization	7 PTSAs	250 MW
West of McNary Reinforcements	2 PTSAs	89 MW
West of McNary Reinforcements & West of Garrison RAS‡	0 PTSAs	11 MW
<b>TransAlta Energy Marketing</b>		
I-5 Corridor Reinforcement	1 PTSAs	50 MW
West of McNary & I-5 Corridor Reinforcements	3 PTSAs	250 MW
<b>TransAlta Energy Marketing+B375</b>		
I-5 Corridor Reinforcement	1 PTSAs	100 MW
<b>Western Renewable Power</b>		
Potential Authorization	1 PTSAs	10 MW
<b>Wind Power Associates, LLC</b>		
West of McNary Reinforcements	3 PTSAs	60 MW
<b>Windy Point Partners, LLC</b>		
Potential Authorization	6 PTSAs	300 MW
<b>Total</b>	<b>153 PTSAs</b>	<b>6,410 MW</b>

† One Puget Sound Energy PTSA split into two partials

‡ One Horizon PTSA split into two groupings ("parent" in West of McNary Reinforcements)

± One Snohomish PTSA split into two groupings ("parent" in West of McNary Reinforcements)