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November 3, 2009

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(1932-1997)

GEORGE V. ALLISON
OF COUNSEL



Nevada State Clearing House
Department of Administration
209 East Musser Street, Room 200
Carson City, Nevada 89701

RE: UEPA Permit Application for the TransWest Transmission Project

TransWest Express LLC will file an Initial Application to the Public Utilities Commission of Nevada for a permit to construct a high-voltage electric utility transmission line crossing lands in Lincoln and Clark Counties. The application will be filed pursuant to the Utility Environmental Protection Act (UEPA) under Nevada Revised Statutes, Chapter 704, Section 820 to 900 (NRS 704.820 to 704.900) and Nevada Administrative Code, Chapter 703, Sections 415 to 427 (NAC 703.415 to 703.427). Pursuant to NAC 703.421(5), TransWest Express LLC is submitting this UEPA initial permit application to the Nevada State Clearing House to enable agency review and comment.

The TransWest Transmission Project (TWE Project) is an extra high-voltage 600-kilovolt (kV) direct current (DC) transmission line extending from south-central Wyoming, to southern Nevada; a distance of approximately 765 miles. The transmission line would cross portions of the states of Wyoming, Colorado, Utah, and Nevada. Associated facilities include two terminal/converter stations, one to be located in Wyoming and the other to be located southwest of Boulder City, in Clark County, Nevada; and a communication system for command and control, which will require a fiber optic network and periodic regenerative sites.

The purpose of and need for the transmission line is to provide the transmission infrastructure and capacity necessary to reliably and cost-effectively deliver approximately 3,000 megawatts (MW) of electric power capacity between Wyoming and the Desert Southwest (DSW) region, which for the purposes of the TWE Project, consists of the states of Arizona, Nevada, and southern California.

The TWE Project will achieve the following goals: 1) allow consumers access to renewable energy sources and contribute to meeting national, regional and state environmental policies, including state mandated renewable portfolio standards and greenhouse gas reduction targets; 2) meet increasing customer demand with improved electrical system reliability and 3) allow consumers access to domestic energy sources. The project will also provide increased access to the grid for third party transmission users, expand regional economic development through increased employment and enlargement of the property tax base and maintain the standard of living associated with highly reliable electricity service.

November 3, 2009

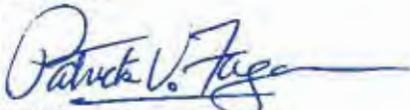
Page 2

The transmission line will traverse federal, state, and private lands. Because the transmission line will traverse federal land administered mostly by the Bureau of Land Management (BLM), TransWest Express LLC filed with the BLM a preliminary application for grant of right-of-way (Standard Form 299 [SF299]). Based on the review of this preliminary information, the BLM has determined that the project is a major federal action requiring the preparation of an environmental impact statement (EIS) in accordance with the National Environmental Policy Act (NEPA). The BLM is currently considering a number of alternative routes for the transmission line, some of which are located in Lincoln, Clark and White Pine Counties. The TWE proposed route and preliminary transmission line alternative routes identified thus far have been sited to parallel existing linear facilities and occupy designated utility corridors to the extent practicable, with consideration of technical requirements necessary to achieve capacity and reliability objectives. The BLM will be conducting public scoping for the TWE Project in late 2009 or early 2010, and will subsequently determine which alternative routes will be analyzed and documented in the EIS. The EIS will be prepared by the BLM in cooperation with other affected agencies, as appropriate. Following the completion of the EIS (2011/2012), TransWest Express LLC will amend the initial UEPA permit application with detailed information.

The preliminary proposed and alternative routes included in the UEPA initial permit application reflect those included in the December 2008 SF299 to the BLM.

We look forward to your comments. Please do not hesitate to call me at (775) 687-0202 if you have questions.

Sincerely,

A handwritten signature in blue ink that reads "Patrick V. Fagan". The signature is fluid and cursive, with a long horizontal stroke at the end.

Patrick V. Fagan, Esq.
Allison, MacKenzie, Pavlakis,
Wright & Fagan, Ltd.

Enclosure: Initial Application for a Permit to Construct under the UEPA

1 The Applicant's authorized representatives are:

2 Roxane J. Perruso, Esq.
3 Vice-President and General Counsel
4 TransWest Express LLC
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10 Copies of all pleadings, notices, discovery requests and correspondence related to this
11 Initial Application should be sent to the above authorized representatives of the Applicant.

12 **B. Background**

13 1. **The TWE Project**

14 The TWE Project is a regional transmission project in the Western United States
15 designed to provide electric power, principally green power, in an environmentally responsible
16 manner to the Desert Southwest Region (DSW) of the United States, including markets in
17 Nevada. The TWE Project is a 600 kV direct current (DC) transmission line which extends
18 approximately 765 miles between south central Wyoming and southern Nevada, 111.5 miles
19 being in Nevada. The 600 kV DC line will connect two (2) terminal converter stations and will
20 deliver power developed from renewable resources, as well as some fossil fuel (primarily
21 natural gas), from Wyoming to growing markets in the DSW region.

22 The TWE Project would begin at a new terminal converter station in Carbon
23 County, Wyoming, in the vicinity of Rawlins, Wyoming, near Medicine Bow and end in Clark
24 County, Nevada, southwest of Boulder City, Clark County, Nevada, near the existing
25 Marketplace Substation. In Nevada, the TWE Project will enter the state north of Mesquite near
26 the Geyser Ranch in Lincoln County. The route then continues in a southwesterly direction
27 towards Glendale and Moapa (Clark County), crosses the Moapa River Indian Reservation,
28 continuing south towards Las Vegas, Nevada. The proposed line continues south along the

1 eastern edge of Las Vegas toward Boulder City, Clark County, Nevada, and terminates
2 southwest of Boulder City at a proposed substation/converter station west of US Highway 95
3 near the existing Marketplace Substation.

4 On December 12, 2008, TWE filed its Preliminary Right-of-Way Application (ROW)
5 with the United States Bureau of Land Management's Wyoming office seeking approval to
6 construct the TWE Project. A copy of the ROW Application is attached hereto as Exhibit D.

7 **2. Purpose and Need**

8 The purpose of, and need for, the TWE transmission line is to provide the
9 transmission infrastructure and capacity necessary to reliably and cost-effectively deliver
10 approximately 3,000 megawatts (MW) of electric power capacity from Wyoming to the DSW
11 region, which, for the purposes of the TWE Project, consists of the states of Arizona, Nevada,
12 and southern California. Ultimately, the TWE Project will:

- 13 • allow consumers access to renewable energy sources and contribute to meeting state
14 environmental policies, including state mandated renewable portfolio standards and
15 greenhouse gas reduction targets;
- 16 • meet increasing customer demand with improved electrical system reliability;
- 17 • allow consumers access to domestic energy sources;
- 18 • provide increased access to the grid for third party transmission users;
- 19 • expand regional economic development through increased employment and
20 enlargement of the property tax base; and
- 21 • maintain the standard of living associated with highly reliable electricity service.

22 The proposed transmission line would connect two new terminal converter
23 stations to distribute energy to DSW energy markets. The Wyoming terminal converter station
24 will be located in the Rawlins - Medicine Bow area. The converter station will be connected to
25 existing and proposed 500 kV and 230 kV transmission circuits located along the Interstate 80
26 corridor. The Nevada terminal converter station is proposed to be located in the El Dorado
27 Valley, in the vicinity of the Marketplace Substation, southwest of Boulder City in Clark
28

1 County. The Nevada terminal converter station will be interconnected with three 500 kV
2 substations located in the area.

3 The TWE Project will also include a communications system consisting of a fiber
4 optic network necessary for command and control of the transmission system (referred to as
5 Supervisory Control and Data Acquisition or "SCADA"). The fiber optic network will require
6 regeneration sites at periodic distances along the transmission line, as determined in the detailed
7 engineering studies. In general, these regeneration sites will be within the transmission line
8 right-of-way. TWE may also contract with third parties for the sale and use of excess fiber optic
9 capacity.

10 The TWE Project conforms to the definition of a "utility facility" as defined in
11 NRS 704.860. Accordingly, TWE submits this initial application for authority to construct the
12 portion of the TWE Project located in Nevada in accordance with NRS 704.865 and 704.870
13 and NAC 703.421, and respectfully requests that the Commission issue a UEPA permit pursuant
14 to NRS 704.890.

15 This application is an initial application in accordance with NRS 704.870. An
16 amended and more descriptive application will be submitted by the Applicant following further
17 review of and action on the TWE Project by the lead Bureau of Land Management (BLM)
18 office, specifically within thirty (30) days of the issuance of the Record of Decision.

19 **C. Legal Authority**

20 The initial application was prepared pursuant to NRS 704.870. The content and
21 form of the application follows NAC 703.421.

22 **1. DESCRIPTION OF LOCATION OF PROPOSED FACILITY**
23 **(NAC 703.421(1), NRS 704.870(1)(a))**

24 The proposed DC transmission line is approximately 765 miles in length and will
25 begin in Carbon County, Wyoming, and end in Clark County, Nevada (Figures 1 and 2). The
26 proposed route begins within the proposed northern terminal siting area located in Carbon
27 County, Wyoming in the vicinity of Rawlins, or further east near Medicine Bow. The proposed
28 route parallels the Interstate 80 corridor west towards Wamsutter and Creston Junction. The

1 proposed route then turns south following the Sweetwater County and Carbon County lines
2 towards Colorado. The proposed route continues into Colorado turning southwest near Maybell,
3 Elk Springs, and Dinosaur (Moffat County) towards Utah. The proposed route turns west into
4 Utah and continues south of Vernal (Uintah County), continuing west near Roosevelt (Duchesne
5 County), continuing near the Uintah and Ouray Indian reservation. The proposed route then
6 turns southwest near Strawberry Reservoir and continues towards Thistle (Utah County). The
7 proposed route turns southwest toward Nephi (Juab County), then turns west near Nephi,
8 continuing southwest towards Leamington (Millard County), where it turns west past Sugarville
9 (Millard County). The proposed route then turns south towards Black Rock (Millard County),
10 and continues past Milford (Beaver County) towards Newcastle (Iron County). The proposed
11 route then turns southwest towards Veyo and Gunlock (Washington County) and continues
12 across Utah into Nevada (Lincoln County). The proposed route continues in a southwesterly
13 direction towards Glendale and Moapa (Clark County) between the Moapa River Indian
14 Reservation and the Valley of Fire State Park continuing south towards Las Vegas. The
15 proposed route continues south along the eastern edge of Las Vegas towards Boulder City
16 (Clark County) and terminates approximately 15 miles south of Henderson, at a proposed
17 southern terminal/converter station to be located in the El Dorado Valley, near the existing
18 Marketplace Substation.

19 In Nevada, the TWE Project would be located primarily on public lands managed
20 by the BLM in Lincoln and Clark counties. An overview map of the TWE Project location and
21 facilities, including the proposed route and alternate routes, is provided in Figure 1.

22 The TWE Project facilities to be located in Nevada include the following:

- 23 • transmission structures, conductors, insulators and associated hardware;
- 24 • access roads to each transmission structure;
- 25 • temporary construction use areas, such as staging areas, pulling and splicing
26 sites;
- 27 • fiber optic communications system and regeneration stations; and
- 28 • a terminal/converter station.

1 The transmission and terminal/converter station facilities are described further in
2 Section 2 of this application.

3 **a) Regional Map (NAC 703.421(1))**

4 See Figure 1 - Proposed and Alternative Routes and Figure 2 - Proposed and
5 Alternative Routes Las Vegas Area

6 **b) Alternative Locations for Proposed Utility Facilities
(NAC 703.421(1)(b))**

7
8 Corridor studies were first initiated in September 2006¹ to assist in identifying
9 preliminary alternative transmission corridors from Wyoming to Arizona, including the states of
10 Idaho, Utah, Colorado, Nevada, and New Mexico. Initial environmental studies, using available
11 secondary data, were completed along a series of preliminary corridors up to 4 miles wide that
12 had been identified as desirable by electrical system planners. Results of these studies indicated
13 the general environmental feasibility of each of these system planning alternatives. A second
14 corridor study was completed in February 2008² to identify additional potential alternative
15 corridors to help meet the electrical system planning requirements for the TWE Project. During
16 this study, more detailed review of environmental data and federal land management plans, as
17 well as communication and consultation with federal agencies was completed.

18 An additional detailed review (including both field review and aerial photo
19 interpretation) of physical terrain, federally designated utility corridors, existing transmission
20 lines and pipelines, major land use constraints, and other sensitive resource areas, further
21 assisted in identification of the proposed and preliminary alternative transmission line routes.
22 The proposed and preliminary alternative routes are displayed on Figures 1 and 2 Proposed and
23 Alternative Routes for the TWE Project.

24 In December 2008, a revised right-of-way (ROW) application was submitted to
25 the BLM. The BLM ROW application is contained herein as Exhibit D. Seven preliminary
26 alternatives are described in the revised BLM ROW application. The seven alternative routes

27 ¹ APS TransWest Express Project, September 2006. Feasibility Study.

28 ² APS, National Grid, Wyoming Infrastructure Authority, Rocky Mountain Power TransWest Express Transmission
Project/Gateway South Transmission Project. February 2008. Corridor Study Report

1 total approximately 1,110 miles and could be used in lieu of portions of the proposed project
2 route. The location of the four preliminary alternative routes impacting Nevada are described
3 below. It is important to note that once the NEPA scoping process has been completed, the
4 range of alternatives to be fully evaluated in the EIS will be finalized by the BLM. Detailed
5 environmental and engineering studies will be conducted for the proposed TWE Project, as well
6 as other EIS alternative transmission line routes and terminal converter stations.

7 A first alternative route is approximately 290 miles in length (see Figure 1) and
8 would begin west of Sugarville (Millard County), Utah, where it would turn southwest passing
9 Abraham (Millard County) towards Burbank (Millard County). The alternative route would
10 continue west from Burbank into Nevada towards Geysers Ranch (Lincoln County). The
11 alternative route then turns south towards Las Vegas along US Highway 93 (Lincoln County
12 and Clark County) where it would connect to the corresponding segment of the proposed route.

13 A second alternative route is approximately 110 miles in length (see Figure 1)
14 and would begin near Lund, Utah (Iron County). This alternative route would follow the railroad
15 corridor southwest towards Uvada (Iron County), where it would cross into Nevada. The
16 alternative route would then turn west towards Caliente (Lincoln County) where it would
17 connect to the corresponding segment of the fourth alternative route near US Highway 93.

18 A third alternative route is approximately 40 miles in length (see Figure 2) and
19 would follow the proposed transmission line to east of Las Vegas, Nevada (Clark County) and
20 north of Lake Mead National Recreation Area (NRA) when the alternative route begins. This
21 alternative route would cross through the Lake Mead NRA southerly towards Boulder City. This
22 alternative route terminates southwest of Boulder City at the proposed southern
23 terminal/converter station west of US Highway 95 near the existing Marketplace Substation.

24 A fourth alternative route is approximately 95 miles in length (see Figure 2) and
25 would follow the proposed transmission line to north of Las Vegas, Nevada (Clark County)
26 where the alternative route begins. This alternative route would turn west along the north side of
27 Las Vegas, where it would turn south following the west side of Las Vegas, crossing the eastern
28 boundary of the Red Rock Canyon National Conservation Area. This alternative route continues

1 several miles south of Las Vegas where it turns easterly and terminates southwest of Boulder
2 City at the proposed southern terminal/converter station west of US Highway 95 near the
3 existing Marketplace Substation.

4 The proposed and alternative routes being considered at this time are presented in
5 Figure 1 and Figure 2.

6 Detailed environmental studies, engineering studies, and field review/surveys
7 will be required for the proposed and alternative transmission line routes and the
8 terminal/converter stations, to be evaluated during the process of preparing an environmental
9 impact statement (EIS) in compliance with the National Environmental Policy Act (NEPA).

10 **c) Site Suitability (NAC 703.421(1)(c))**

11 The proposed TWI route was chosen based on the criteria that considered
12 utilizing federally designated utility corridors to the extent feasible; paralleling other exiting
13 utilities on private and state lands, where feasible; avoiding or minimizing potential impacts to
14 known sensitive resources and areas (e.g. biological resources, developed land use areas, etc.).
15 Each alternative was studied at a macro level and the determination was made that the proposed
16 TWE route would best meet these criteria and the following objectives:

- 17 ■ Satisfy technical requirements for increased capacity and reliability;
- 18 ■ Ensure sufficient capacity to meet needs of consumers and address mandates for
19 reliability by an in-service date of 2015-2016;
- 20 ■ Mitigate price increases to retail and transmission customers (i.e., long-term,
21 least-cost option after consideration of risks); and
- 22 ■ Satisfy all federal and state environmental and safety requirements.

23 More detailed environmental studies will be conducted to determine if the
24 proposed route or an alternative will be a more suitable location for the transmission line.

25 ///

26 ///

27 ///

28 ///

1 **2. DESCRIPTION OF PROPOSED FACILITY (NAC 703.421(2),**
2 **NRS 704.870(2))**

3 **a) Size and Nature of Proposed Utility Facility (NAC 703.421(2)(a))**

4 (The information presented in this section is preliminary and subject to change as
5 design information becomes better known.)

6 The planned capacity of the transmission line is 3,000 MW. Typical
7 characteristics of a 600kV DC line are shown in Table 1. The length of the transmission system
8 is approximately 765 miles, 111.5 miles of which are in Nevada, with a right-of-way width up to
9 300 feet. Transmission structure heights may vary from 120 feet to 180 feet depending upon
10 structure type, terrain, span, and line crossings. Typical lattice steel designs for single-circuit
11 600kV DC transmission line structures are illustrated in Figures 3 and 4 and will be used for
12 most of the transmission line. Figure 5 shows a typical 600kV DC single tubular steel pole
13 structure design which may be used in selected locations.

14 The northern and southern terminal/converter stations will be designed to include
15 the DC and AC switchyards, and DC conversion equipment, and transformers. A typical
16 terminal/converter station may require an area encompassing approximately 200 acres. The
17 largest electrical facility within the overall footprint for the terminal/converter station will be the
18 AC switchyard. There will be one or two buildings to house the DC conversion equipment, each
19 approximately 200 feet long by 75 feet wide by 100 feet high. Additionally, there will be
20 smaller buildings to house the control room, control and protection equipment, auxiliaries, and
21 cooling equipment. Depending upon the final design of the DC transmission system, a ground
22 electrode (underground installation) may be required. If so, then an area of approximately 1
23 square mile will be required for the ground electrode. The ground electrode may need to be
24 located remotely, up to 25 miles from the converter station connected by an overhead low
25 voltage distribution line.

26 ///

27 ///

28 ///

Final design for the proposed transmission line and terminal/converter station facilities will be determined upon completion of the detailed transmission planning, engineering, and related NEPA compliance requirements.

TABLE 1
TYPICAL DESIGN CHARACTERISTICS
600kV DC TRANSMISSION LINE

Feature	Description
Line Length	Approximately 765 miles, 111.5 in Nevada
Type of Structure	Self-supporting, steel lattice towers, single shaft tubular steel poles, tubular steel H-frame structures; steel-lattice towers supported by guys
Structure Height	Lattice towers -120 to 180 feet; single shaft tubular steel poles - 100 to 150 feet; H-frames - 120 to 160 feet; guyed lattice towers - 120 to 180 feet
Span Length	Lattice towers - 900 to 1,500 feet; single shaft tubular steel poles - 700 to 1,200 feet; H-frames - 900 to 1,500 feet; guyed supporting lattice towers - 900 to 1,500 feet
Number of Structures per Mile	4 to 8
Right-of-Way Width	300 feet
Land Temporarily Disturbed	
Structure Work Area	Right-of-way width x 200 feet length per structure (assembly, erection, and crane pads typically require 200 x 200 feet per structure)
Wire-Pulling and Tensioning Sites	Right-of-way width x 600 feet for dead-end structure conductor and shield wire sites (at all dead-end structures) Right-of-way width x 500 feet for mid-span conductor and shield wire setup sites (approximately every 9,000 feet) 100 feet width x 500 feet for fiber optic cable set-up sites (approximately every 18,000 feet)
Wire-Splicing Sites	Right-of-way width x 500 feet per conductor and shield wire setup site (approximately every 10,000 feet) Right-of-way width x 500 feet each for fiber optic cable set-up site (approximately every 18,000 feet)
Construction Yards / Staging Areas	20 to 25 total locations expected
Batch Plant Sites	20 to 25 Batch Plant sites, most located at Construction Yards / Staging Areas Stand-alone temporary batch plants, estimated size approximately 2 to 3 acres
Guard Structures	100 x 100 feet at road and existing electrical line crossings
Land Permanently Required	
Structure Base	Lattice Tower (tangent) - 900 square feet (30 x 30 feet tower base) Lattice Tower (angle) - 1,225 square feet (35 x 35 feet tower base) Lattice Tower (dead-end) - 1,600 square feet (40 x 40 tower base feet) Single Pole Tubular Steel Structure (tangent) - 40 square feet (7 feet diameter foundation) Single Pole Tubular Steel Structure (dead-end/angle) - 100 square feet (2 poles x 8 feet diameter foundations) Guyed structure (tangent) - 22,500 square feet (150 x 150 feet guy/anchor footprint) Guyed structure (angle) - 15,000 square feet (100 x 150 feet guy/anchor footprint)
Regen Sites	Guyed structure (dead end) - 30,000 square feet (200 x 150 feet guy/anchor

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E-Mail Address: law@allisonmackenzie.com

TABLE 1	
TYPICAL DESIGN CHARACTERISTICS	
600kV DC TRANSMISSION LINE	
Feature	Description
	footprint)
	Number and size to be determined
Access Roads	
Paved Roads	These roads are typically highways and state routes, and will be used for travel to existing and new dirt roads to access the right-of-way.
Dirt Roads (no improvement)	Requires no improvement to dirt/gravel roads
Dirt Road (with improvements)	Improvement of existing dirt road up to 24-foot-wide access road with a 2-foot berm on either side (assuming existing 10-foot-wide road)
New Access Road (bladed)	Road, graded to a width of up to 24 feet, with a 2-foot berm on either side
Overland Access	Drive and crush (maximum width is 24 feet)
Electrical Properties	
Nominal Voltage	+/- 600,000 volts DC
Capacity	Up to 3,000 MW
Circuit Configuration	DC Bi-pole Bundled
Conductor Size	Bundled 1949.6 kcmil 42/7 ACSR/TWD "Athabaska/TW", with three subconductors per pole
Ground Clearance of Conductor	35 feet minimum at 167 degrees Fahrenheit

b) Natural Resources Used (NAC 703.421(2)(b))

During construction, water will be used for dust abatement purposes. Gravel and soil also will be used for reclamation and mitigation measures. A detailed use of natural resources will be analyzed as part of the EIS and Plan of Development.

3. SUMMARY OF ANTICIPATED ENVIRONMENTAL IMPACT STUDIES (NAC 703.421(3), NRS 704.870(2))

Detailed environmental studies, engineering studies, and field review/surveys will be required for the proposed and alternative transmission line(s) routes and terminal/converter stations, to be evaluated as part of the EIS preparation in compliance with NEPA.

4. PUBLIC NOTICE (NAC 703.422(4), NRS 704.870(4)(b))

Exhibit A is a copy of the public notice and affidavit of publication.

EXHIBIT A

Copy of Public Notice and Affidavits of Publication

— LEGAL NOTICE —

BEFORE THE PUBLIC UTILITIES COMMISSION OF NEVADA

Notice of Application

TransWest Express LLC will file an Initial Application to the Public Utilities Commission of Nevada for a permit to construct a high-voltage electric utility transmission line crossing lands in Lincoln, and Clark Counties. Alternatives currently under consideration also include routes potentially crossing White Pine County, Nevada. The application will be filed pursuant to the Utility Environmental Protection Act (UEPA) under Nevada Revised Statutes, Chapter 704, Section 820 to 900 (NRS 704.820 to 704.900) and Nevada Administrative Code, Chapter 703, Sections 415 to 427 (NAC 703.415 to 703.427).

NOTICE OF INITIAL APPLICATION FOR A PERMIT TO CONSTRUCT UNDER UEPA FOR TRANSWEST EXPRESS LLC'S PROPOSED 600-KILOVOLT (kV) TRANSMISSION LINE FROM CENTRAL WYOMING, TO SOUTHERN NEVADA; A DISTANCE OF APPROXIMATELY 765 MILES.

The purpose of and need for the TWE transmission line is to provide the transmission infrastructure and capacity necessary to reliably and cost-effectively deliver approximately 3,000 megawatts (MW) of electric power capacity from Wyoming to the Desert Southwest Region (DSW), which consists of portions of Arizona, Nevada, and southern California.

The TWE Project will provide the following benefits to DSW customers and utilities:

- allow consumers access to renewable energy sources and contribute to meeting state environmental policies, including state mandated renewable portfolio and greenhouse gas reduction targets;
- meet increasing customer demand with improved electrical system reliability;
- allow consumers access to domestic energy sources;
- provide increased access to the grid for the third party transmission users;
- expand regional economic development through increased employment and enlargement of the property tax base; and
- maintain the standard of living associated with highly reliable electricity service.

Notice is hereby given to persons residing in the vicinity of the proposed transmission line route and alternative routes, as shown on the map enclosed with the application, that TransWest Express LLC will request a permit to construct a 600kV direct current (DC), overhead transmission line on self-supporting steel-lattice structures. The transmission line would cross portions of the states of Wyoming, Colorado, Utah, and Nevada.

The transmission line would traverse federal, state, and private lands. Because the transmission line would traverse federal land administered mostly by the Bureau of Land Management (BLM), TransWest Express LLC submitted to the BLM a preliminary application for grant of right-of-way. Based on this preliminary information, the BLM determined that the project is a

major federal action requiring the preparation of an environmental impact statement (EIS) in accordance with the National Environmental Policy Act (NEPA). Approximately 1,100 miles of alternative routes for the transmission line are described in TWE's preliminary ROW grant application to BLM, the southernmost of which are located in Lincoln, White Pine and Clark Counties. The preliminary transmission line alternative routes have been sited to parallel existing linear facilities and occupy designated utility corridors to the extent practicable, with consideration of technical requirements necessary to achieve capacity and reliability objectives. These alternative routes are currently being considered by BLM as part of the NEPA scoping process. Once federal scoping is completed in early 2010, the BLM will finalize the alternatives to be analyzed and documented in the EIS. The EIS will be prepared by the BLM in cooperation with other affected agencies, as appropriate. Following the completion of the EIS (about fall 2011), TransWest Express LLC will amend the initial UEPA permit application with detailed information. TransWest Express LLC anticipates the transmission line to be in service in 2015-2016. The Public Utilities Commission of Nevada provides opportunity for written public comments or protest.

THE ELY TIMES

Box 150820, Ely, Nevada 89315
(775) 289-4491

Acct. No. 14380

STATE OF NEVADA)
ELY) ss.

Linda Cottrell, being first duly sworn, deposes and says:

That she/he is a legal clerk of the ELY TIMES, a newspaper published in the State of Nevada, general circulation in White Pine County, of which a copy is hereto attached, was published in said newspaper for the full required period of

1 Issue
commencing on Oct. 14, 2009

and ending on _____
both days inclusive.

Signed Linda Cottrell

Subscribed and sworn to before me this 15th
day of October, 2009.

Kenneth D. Kliever
Notary Public



STATEMENT:

Date	Amt.	Ct.	Bal.
<u>10-20-09</u>	<u>190.00</u>		

INVOICE Affidavit of Publication

BEFORE THE PUBLIC UTILITIES COMMISSION OF NEVADA

Notice of Application

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- expand regional economic development through increased employment and enlargement of the property tax base; and
- maintain the standard of living associated with highly reliable electricity service.

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The transmission line would traverse federal, state, and private lands. Because the transmission line would traverse federal land administered mostly by the Bureau of Land Management (BLM), TransWest Express LLC submitted to the BLM a preliminary application for grant of right-of-way. Based on this preliminary information, the BLM determined that the project is a major federal action requiring the preparation of an environmental impact statement (EIS) in accordance with the National Environmental Policy Act (NEPA). Approximately 1,100 miles of alternative routes for the transmission line are described in TWE's preliminary ROW grant application to BLM, the southernmost of which are located in Lincoln, White Pine and Clark Counties. The preliminary transmission line alternative routes have been sited to parallel existing linear facilities and occupy designated utility corridors to the extent practicable, with consideration of technical requirements necessary to achieve capacity and reliability objectives. These alternative routes are currently being considered by BLM as part of the NEPA scoping process. Once federal scoping is completed in early 2010, the BLM will finalize the alternatives to be analyzed and documented in the EIS. The EIS will be prepared by the BLM in cooperation with other affected agencies, as appropriate. Following the completion of the EIS (about fall 2011), TransWest Express LLC will amend the initial UEPA permit application with detailed information. TransWest Express LLC anticipates the transmission line to be in service in 2013-2016. The Public Utilities Commission of Nevada provides opportunity for written public comments or protest.

Publish: *The Ely Times*, Oct 14, 2009.



The
Lincoln
County

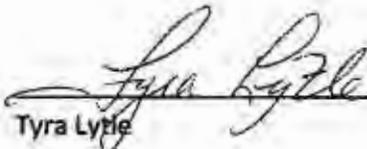
RECORD

Established Sept. 17, 1870

P.O. Box 507, Pioche, NV 89043
Phone: (775) 726-3333 Fax: (775) 726-3331
Email: admin@lincolncountyrecord.com

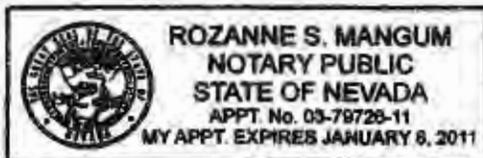
AFFIDAVIT OF PUBLICATION

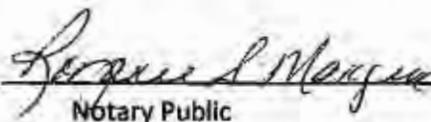
I, Tyra Lytle, of the Lincoln County RECORD, published weekly each Thursday, at Caliente, Lincoln County, Nevada, do solemnly swear that a copy of the above notice as per clipping attached was published each week in the regular and entire issue of said newspaper 1 consecutive issues commencing with the issue dated October 15, 2009 and ending with the issue dated October 15, 2009.


Tyra Lytle

State of Nevada
County of Lincoln

Subscribed and sworn to before me on October 20, 2009 by Tyra Lytle.




Notary Public

WANTED

School District is
lications for the
position:
**INTEGRATION
IALIST**
y Middle School
ca, NV

time position (15
Monday through
remainder of the
of year. This posi-
d with no benefits.
\$ per hour.

ns: The person
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-in-time training to
working with teach-
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technology skills,
teachers and stu-
-levels of computer
able to respond to
ny teachers, staff
-dents. Prior class-
-s is highly desir-

garding this posi-
-directed to Robert
-4655.

ill be accepted at
a until 3:00 p.m.
October 21, 2009.
ints will be notified

yee hired by the
chool District after
must reside within
nty School District
ndition of employ-
-h residency within
n ninety days of
-ployses who live
must continue to
s long as they are

y School District is
rntity Employer.

**NOTICE****CE - CHANGE
CITY COUNCIL
TING**

ite that the City
Council meeting
nally be held on
er 15, 2009 will
day, October 22,
of Quorum.
itnce Lytle,

olcoln County RE-

LEGAL NOTICE**BEFORE THE PUBLIC UTILITIES COMMISSION OF NEVADA****Notice of Application**

TransWest Express LLC will file an Initial Application to the Public Utilities Commission of Nevada for a permit to construct a high-voltage electric utility transmission line crossing lands in Lincoln, and Clark Counties. Alternatives currently under consideration also include routes potentially crossing White Pine County, Nevada. The application will be filed pursuant to the Utility Environmental Protection Act (UEPA) under Nevada Revised Statutes, Chapter 704, Section 820 to 900 (NRS 704.820 to 704.900) and Nevada Administrative Code, Chapter 703, Sections 415 to 427 (NAC 703.415 to 703.427).

NOTICE OF INITIAL APPLICATION FOR A PERMIT TO CONSTRUCT UNDER UEPA FOR TRANSWEST EXPRESS LLC'S PROPOSED 600-KILOVOLT (kV) TRANSMISSION LINE FROM CENTRAL WYOMING, TO SOUTHERN NEVADA; A DISTANCE OF APPROXIMATELY 765 MILES.

The purpose of and need for the TWE transmission line is to provide the transmission infrastructure and capacity necessary to reliably and cost-effectively deliver approximately 3,000 megawatts (MW) of electric power capacity from Wyoming to the Desert Southwest Region (DSW), which consists of portions of Arizona, Nevada, and southern California.

The TWE Project will provide the following benefits to DSW customers and utilities:

- allow consumers access to renewable energy sources and contribute to meeting state environmental policies, including state mandated renewable portfolio and greenhouse gas reduction targets;
- meet increasing customer demand with improved electrical system reliability;
- allow consumers access to domestic energy sources;
- provide increased access to the grid for the third party transmission users;
- expand regional economic development through increased employment and enlargement of the property tax base; and
- maintain the standard of living associated with highly reliable electricity service.

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Publish: The Lincoln County RECORD, Oct. 15, 2009

Visit Us On The Web:

www.lincolncountyrecord.com

AFFP DISTRICT COURT
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)
COUNTY OF CLARK) SS:

STACEY M. LEWIS, being 1st duly sworn, deposes and says: That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for,

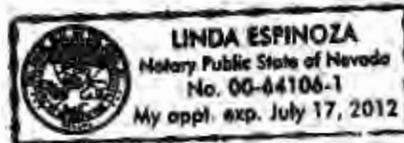
ALLISON MACKENZIE ET AL

6870202ALL

5710242

was continuously published in said Las Vegas Review-Journal and / or Las Vegas Sun in 1 edition(s) of said newspaper issued from 10/09/2009 to 10/09/2009, on the following days:

10/09/2009



Signed

Stacey M. Lewis

SUBSCRIBED AND SWORN BEFORE ME THIS, THE

12th day of *October*, 2009.

Notary Public

Linda Espinoza

-LEGAL NOTICE-

BEFORE THE PUBLIC
UTILITIES COMMISSION
OF NEVADA

Notice of Application

TransWest Express LLC will file an Initial Application to the Public Utilities Commission of Nevada for a permit to construct a high-voltage electric utility transmission line crossing lands in Lincoln, and Clark Counties. Alternatives currently under consideration also include routes potentially crossing White Pine County, Nevada. The application will be filed pursuant to the Utility Environmental Protection Act (UEPA) under Nevada Revised Statutes, Chapter 704, Section 820 to 869 (NRS 704.820 to 704.869) and Nevada Administrative Code, Chapter 763, Sections 415 to 427 (NAC 763.415 to 763.427).

NOTICE OF INITIAL APPLICATION FOR A PERMIT TO CONSTRUCT UNDER UEPA FOR TRANSWEST EXPRESS LLC'S PROPOSED 600-KILOVOLT (KV) TRANSMISSION LINE FROM CENTRAL WYOMING, TO SOUTHERN NEVADA; A DISTANCE OF APPROXIMATELY 765 MILES.

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- Meet increasing customer demand with improved electrical system reliability;
- Allow consumers access to domestic energy sources;
- Provide increased access to the grid for the third party transmission users;
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PUB: October 9, 2009
LV Review-Journal

EXHIBIT B

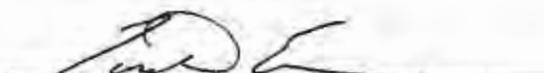
**Proof of Service of UEPA Initial Permit Application to the
Clerks of Clark, Lincoln, and White Pine Counties**

CERTIFICATE OF SERVICE

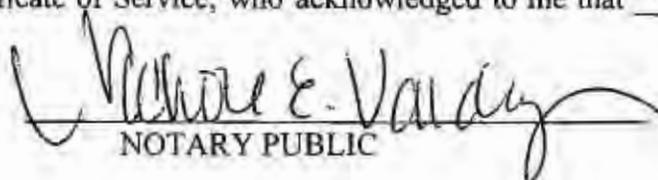
I hereby certify that, on this 3rd day of November, 2009, pursuant to NRS 704.870(3) and 704.8704(a), I served, by mail, the following persons with a copy of the TransWest Express LLC initial application for a permit to construct under the Utility Environmental Protection Act (UEPA)

Donna Bath White Pine County Clerk 801 Clark Street, Suite 4 Ely, NV 89301 Tel.: 775-289-2341 Fax: 775-289-2544	Lisa C. Lloyd Lincoln County Clerk 1 North Main Street P.O. Box 90 Pioche, NV 89043 Tel.: 775-962-5390 Fax: 775-962-5180	Diana Alba Clark County Clerk Regional Justice Center 200 Lewis Ave, 5th Fl P.O. Box 551601 Las Vegas, NV 89155-1601 Tel.: 702-671-0500 Fax: 702-474-2434
Division of Environmental Protection 902 S. Stewart St. Suite 4001 Carson City, NV 89701	Nevada Dept. of Conservation & Natural Resources 901 S. Stewart St. Suite 5001 Carson City, NV 89701	Alaina Burtenshaw, Esq. Public Utilities Commission of Nevada 101 Convention Center Dr. Suite 250 Las Vegas, NV 89109
Erick Witkowski, Esq. Chief Deputy Attorney General Office of the Attorney General Bureau of Consumer Protection 101 N. Carson St. Carson City, NV 89701		

DATED this 3rd day of November, 2009


 An Employee of Allison, MacKenzie,
 Pavlakis, Wright & Fagan, Ltd.

On November 3, 2009, personally appeared before me, a notary public, LORETTA EVENSEN personally known (or proved) to me to be the person whose name is subscribed to the foregoing Certificate of Service, who acknowledged to me that he executed the foregoing document.


 NOTARY PUBLIC

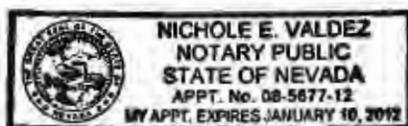


EXHIBIT C

**Cover Letter to the Nevada State Clearinghouse
Transmitting Copy of UEPA Permit Application**

CERTIFICATE OF SERVICE

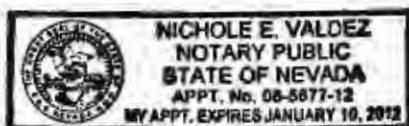
I hereby certify that, on this 3rd day of November, 2009, pursuant to NRS 704.870(3) and 704.8704(a), I served, by mail, the following persons with a copy of the Cover Letter to the Nevada State Clearinghouse Transmitting Copy of UEPA Permit Application:

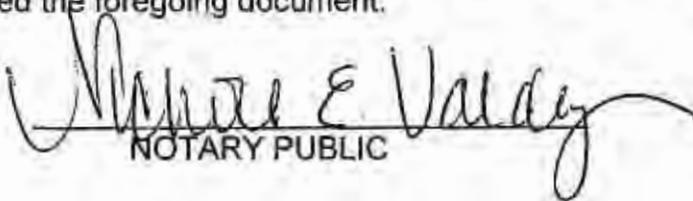
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Erick Witkowski, Esq. Chief Deputy Attorney General Office of the Attorney General Bureau of Consumer Protection 101 N. Carson St. Carson City, NV 89701	Reese Tietje, Chief Planner Nevada State Clearing House Department of Administration 209 East Musser Street, Room 200 Carson City, Nevada 89701	

DATED this 3rd day of November, 2009


 An Employee of Allison, MacKenzie,
 Pavlakis, Wright & Fagan, Ltd.

On November 3, 2009, personally appeared before me, a notary public, Loretta Evenson, personally known (or proved) to me to be the person whose name is subscribed to the foregoing Certificate of Service, who acknowledged to me that She executed the foregoing document.




 NOTARY PUBLIC

ANDREW MACKENZIE
MIKE PAVLAKIS
JOAN C. WRIGHT
PATRICK V. FAGAN
KAREN A. PETERSON
JAMES R. CAVILIA
CHRIS MACKENZIE
DAWN ELLERBROCK



ALLISON · MACKENZIE
PAVLAKIS · WRIGHT & FAGAN
LTD
ATTORNEYS AND COUNSELORS AT LAW

RYAN D. RUSSELL
JENNIFER M. MAHE
ALICIA G. JOHNSON
JOEL W. LOCKE

November 3, 2009

MIKE SOUMBENIOTIS
(1932-1997)

GEORGE V. ALLISON
OF COUNSEL

Reese Tietje, Chief Planner
Nevada State Clearing House
Department of Administration
209 East Musser Street, Room 200
Carson City, Nevada 89701

RE: UEPA Permit Application for the TransWest Transmission Project

Dear Mr. Tietje:

TransWest Express LLC will file an Initial Application to the Public Utilities Commission of Nevada for a permit to construct a high-voltage electric utility transmission line crossing lands in Lincoln and Clark Counties. The application will be filed pursuant to the Utility Environmental Protection Act (UEPA) under Nevada Revised Statutes, Chapter 704, Section 820 to 900 (NRS 704.820 to 704.900) and Nevada Administrative Code, Chapter 703, Sections 415 to 427 (NAC 703.415 to 703.427). Pursuant to NAC 703.421(5), TransWest Express LLC is submitting this UEPA initial permit application to the Nevada State Clearing House to enable agency review and comment.

The TransWest Transmission Project (TWE Project) is an extra high-voltage 600-kilovolt (kV) direct current (DC) transmission line extending from south-central Wyoming, to southern Nevada; a distance of approximately 765 miles. The transmission line would cross portions of the states of Wyoming, Colorado, Utah, and Nevada. Associated facilities include two terminal/converter stations, one to be located in Wyoming and the other to be located southwest of Boulder City, in Clark County, Nevada; and a communication system for command and control, which will require a fiber optic network and periodic regenerative sites.

The purpose of and need for the transmission line is to provide the transmission infrastructure and capacity necessary to reliably and cost-effectively deliver approximately 3,000 megawatts (MW) of electric power capacity between Wyoming and the Desert Southwest (DSW) region, which for the purposes of the TWE Project, consists of the states of Arizona, Nevada, and southern California.

The TWE Project will achieve the following goals: 1) allow consumers access to renewable energy sources and contribute to meeting national, regional and state environmental policies, including state mandated renewable portfolio standards and greenhouse gas reduction targets; 2) meet increasing customer demand with improved electrical system reliability and 3) allow consumers access to domestic energy sources. The project will also provide increased access to the grid for third party transmission users, expand regional economic development through increased employment and enlargement of the property tax base and maintain the standard of living associated with highly reliable electricity service.

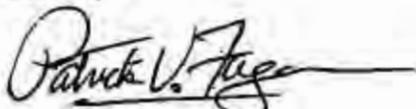
Reese Tietje
November 3, 2009
Page 2

The transmission line will traverse federal, state, and private lands. Because the transmission line will traverse federal land administered mostly by the Bureau of Land Management (BLM), TransWest Express LLC filed with the BLM a preliminary application for grant of right-of-way (Standard Form 299 [SF299]). Based on the review of this preliminary information, the BLM has determined that the project is a major federal action requiring the preparation of an environmental impact statement (EIS) in accordance with the National Environmental Policy Act (NEPA). The BLM is currently considering a number of alternative routes for the transmission line, some of which are located in Lincoln, Clark and White Pine Counties. The TWE proposed route and preliminary transmission line alternative routes identified thus far have been sited to parallel existing linear facilities and occupy designated utility corridors to the extent practicable, with consideration of technical requirements necessary to achieve capacity and reliability objectives. The BLM will be conducting public scoping for the TWE Project in late 2009 or early 2010, and will subsequently determine which alternative routes will be analyzed and documented in the EIS. The EIS will be prepared by the BLM in cooperation with other affected agencies, as appropriate. Following the completion of the EIS (2011/2012), TransWest Express LLC will amend the initial UEPA permit application with detailed information.

The preliminary proposed and alternative routes included in the UEPA initial permit application reflect those included in the December 2008 SF299 to the BLM.

We look forward to your comments. Please do not hesitate to call me at (775) 687-0202 if you have questions.

Sincerely,



Patrick V. Fagan, Esq.
Allison, MacKenzie, Pavlakis,
Wright & Fagan, Ltd.

Enclosure: Initial Application for a Permit to Construct under the UEPA

EXHIBIT D

**Preliminary Application for Grant of Right-of-way (Standard Form 299)
Submitted to the Bureau of Land Management**

EXHIBIT D

**Preliminary Application for Grant of Right-of-way (Standard Form 299)
Submitted to the Bureau of Land Management**

TransWest Express Transmission Project
Preliminary Right-of-Way Application

Amended from November 2007

PREPARED BY:



PREPARED FOR:



Wyoming State Office

DECEMBER 2008

APPLICATION FOR TRANSPORTATION AND
 UTILITY SYSTEMS AND FACILITIES
 ON FEDERAL LANDS

FOR AGENCY USE ONLY

NOTE: Before completing and filing the application, the applicant should completely review this package and schedule a preapplication meeting with representatives of the agency responsible for processing the application. Each agency may have specific and unique requirements to be met in preparing and processing the application. Many times, with the help of the agency representative, the application can be completed at the preapplication meeting.

Application Number

Date Filed

1. Name and address of applicant (include zip code)

TransWest Express, LLC
 555 17th Street, Suite 2400
 Denver, Colorado 80202

2. Name, title, and address of authorized agent if different from item 1 (include zip code)

William J. Miller

3. TELEPHONE (area code)

Applicant 303-299-1330

Authorized Agent 303-299-1330

4. As applicant are you? (check one)

- a. Individual
- b. Corporation*
- c. Partnership/Association*
- d. State Government/State Agency
- e. Local Government
- f. Federal Agency

* If checked, complete supplemental page

5. Specify what application is for: (check one)

- a. New authorization
- b. Renewing existing authorization No.
- c. Amend existing authorization No.
- d. Assign existing authorization No.
- e. Existing use for which no authorization has been received *
- f. Other*

* If checked, provide details under item 7

6. If an individual, or partnership are you a citizen(s) of the United States? Yes No

7. Project description (describe in detail): (a) Type of system or facility, (e.g., canal, pipeline, road); (b) related structures and facilities; (c) physical specifications (Length, width, grading, etc.); (d) term of years needed; (e) time of year of use or operation; (f) Volume or amount of product to be transported; (g) duration and timing of construction; and (h) temporary work areas needed for construction (Attach additional sheets, if additional space is needed.)

This application is to amend the TransWest Express Transmission Project Preliminary Right-of-Way Application filed by National Grid on November 30, 2007, and the Revision to the Preliminary Right-of-Way Application Corridors Map submitted by National Grid on February 13, 2008. The TransWest Project, the unserialized Right-of-Way Application and the BLM project files were assigned by National Grid to TransWest Express, LLC by request dated September 2, 2008, submitted on Standard Form 299.

8. Attach a map covering area and show location of project proposal. See Amended Right-of-Way Application Corridors Map

9. State or Local government approval: Attached Applied for Not Required. State and Local Government approvals will be applied for and obtained at the appropriate time

10. Nonreturnable application fee: Attached Not required. A deposit has been paid to the BLM - Please refer to Attachment A for further information

11. Does project cross international boundary or affect international waterways? Yes No (If "yes," indicate on map)

12. Give statement of your technical and financial capability to construct, operate, maintain, and terminate system for which authorization is being requested.

Please refer to Attachment A - TransWest Express Transmission Project Right-of-Way Application (Amended from November 2007 Preliminary Right-of-Way Application). Please refer to Attachment A for information in response to items 8, 10 and 13-20.

TransWest Express, LLC is an affiliate of The Anschutz Corporation.

13a. Describe other reasonable alternative routes and modes considered.

Please refer to Attachment A.

b. Why were these alternatives not selected?

Please refer to Attachment A.

c. Give explanation as to why it is necessary to cross Federal Lands.

Please refer Attachment A.

14. List authorizations and pending applications filed for similar projects which may provide information to the authorizing agency. (Specify number, date, code, or name)

Please refer to Attachment A.

15. Provide statement of need for project, including the economic feasibility and items such as: (a) cost of proposal (construction, operation, and maintenance); (b) estimated cost of next best alternative; and (c) expected public benefits.

Please refer to Attachment A.

16. Describe probable effects on the population in the area, including the social and economic aspects, and the rural lifestyles.

Please refer to Attachment A.

17. Describe likely environmental effects that the proposed project will have on: (a) air quality; (b) visual impact; (c) surface and ground water quality and quantity; (d) the control or structural change on any stream or other body of water; (e) existing noise levels; and (f) the surface of the land, including vegetation, permafrost, soil, and soil stability.

Please refer to Attachment A.

18. Describe the probable effects that the proposed project will have on (a) populations of fish, plantlife, wildlife, and marine life, including threatened and endangered species; and (b) marine mammals, including hunting, capturing, collecting, or killing these animals.

Please refer to Attachment A.

19. State whether any hazardous material, as defined in this paragraph, will be used, produced, transported or stored on or within the right-of-way or any of the right-of-way facilities, or used in the construction, operation, maintenance or termination of the right-of-way or any of its facilities. "Hazardous material" means any substance, pollutant or contaminant that is listed as hazardous under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, 42 U.S.C. 9601 et seq., and its regulations. The definition of hazardous substances under CERCLA includes any "hazardous waste" as defined in the Resource Conservation and Recovery Act of 1976 (RCRA), as amended, 42 U.S.C. 6901 et seq., and its regulations. The term hazardous materials also includes any nuclear or byproduct material as defined by the Atomic Energy Act of 1954, as amended, 42 U.S.C. 2011 et seq. The term does not include petroleum, including crude oil or any fraction thereof that is not otherwise specifically listed or designated as a hazardous substance under CERCLA Section 101(14), 42 U.S.C. 9601(14), nor does the term include natural gas.

Please refer to Attachment A.

20. Name all the Department(s)/Agency(ies) where this application is being filed.

Please refer to Attachment A.

I HEREBY CERTIFY, That I am of legal age and authorized to do business in the State and that I have personally examined the information contained in the application and believe that the information submitted is correct to the best of my knowledge.

Signature of Applicant



Date December 12, 2008

William J. Miller, President, TransWest Express, LLC

Title 18, U.S.C. Section 1001, makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious, or fraudulent statements or representations as to any matter within its jurisdiction.

SUPPLEMENTAL		
NOTE: The responsible agency(ies) will provide instructions	CHECK APPROPRIATE BLOCK	
	ATTACHED	FILED*
I - PRIVATE CORPORATIONS		
a. Articles of Incorporation	<input type="checkbox"/>	<input type="checkbox"/>
b. Corporation Bylaws	<input type="checkbox"/>	<input type="checkbox"/>
c. A certification from the State showing the corporation is in good standing and is entitled to operate within the State	<input type="checkbox"/>	<input type="checkbox"/>
c. Copy of resolution authorizing filing	<input type="checkbox"/>	<input type="checkbox"/>
e. The name and address of each shareholder owning 1 percent or more of the shares, together with the number and percentage of any class of voting shares of the entity which such shareholder is authorized to vote and the name and address of each affiliate of the entity together with, in the case of an affiliate controlled by the entity, the number of shares and the percentage of any class of voting stock of that affiliate owned, directly or indirectly, by that entity, and in the case of an affiliate which controls that entity, the number of shares and the percentage of any class of voting stock of that entity owned, directly or indirectly, by the affiliate.	<input type="checkbox"/>	<input type="checkbox"/>
f. If application is for an oil or gas pipeline, describe any related right-of-way or temporary use permit applications, and identify previous applications	<input type="checkbox"/>	<input type="checkbox"/>
g. If application is for an oil and gas pipeline, identify all Federal lands by agency impacted by proposal.	<input type="checkbox"/>	<input type="checkbox"/>
II - PUBLIC CORPORATIONS		
a. Copy of law forming corporation	<input type="checkbox"/>	<input type="checkbox"/>
b. Proof of organization	<input type="checkbox"/>	<input type="checkbox"/>
c. Copy of Bylaws	<input type="checkbox"/>	<input type="checkbox"/>
d. Copy of resolution authorizing filing	<input type="checkbox"/>	<input type="checkbox"/>
e. If application is for an oil or gas pipeline, provide information required by item "f" and "g" above.	<input type="checkbox"/>	<input type="checkbox"/>
III - PARTNERSHIP OR OTHER UNINCORPORATED ENTITY		
a. Articles of association, if any	<input type="checkbox"/>	X
b. If one partner is authorized to sign, resolution authorizing action is	<input type="checkbox"/>	X
c. Name and address of each participant, partner, association, or other	<input type="checkbox"/>	X
d. If application is for an oil or gas pipeline, provide information required by item "f" and "g" above.	<input type="checkbox"/>	<input type="checkbox"/>

* If the required information is already filed with the agency processing this application and is current, check block entitled "Filed." Provide the file identification information (e.g., number, date, code, name). If not on file or current, attach the requested information.

Articles of Organization, Action of Manager of TransWest Express, LLC, and name and address of each member were previously filed with the Wyoming State Office of the BLM on September 2, 2008 with Standard Form 290 assigning the TransWest Project from National Grid to TransWest Express, LLC. The application is unserialized.

DATA COLLECTION STATEMENT	
The Federal agencies collect this information from applicants requesting right-of-way, permit, license, lease, or certifications for the use of Federal lands.	reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding the burden estimate or any other aspect of this form to: U.S. Department of the Interior, Bureau of Land Management, Information Clearance Officer (WO-630), 1849 C Street, Mail Stop 401LS, Washington, D.C. 20240 A reproducible copy of this form may be obtained from the Bureau of Land Management, Division of Lands, 1620 L Street, Rm. 1000L5, Washington,
Federal agencies use this information to evaluate your proposal.	
No Federal agency may request, or sponsor, and you are not required to respond to a request for information which does not contain a currently valid OMB Approval Number.	
BURDEN HOURS STATEMENT	

The public burden for this form is estimated to vary from 30 minutes to 25 hours per response, with an average of 2 hours per response, including the time for

D.C. 20036

APPLICATION FOR TRANSPORTATION AND UTILITY SYSTEMS
AND FACILITIES ON FEDERAL LANDS

GENERAL INFORMATION
ALASKA NATIONAL INTEREST LANDS

This application will be used when applying for a right-of-way, permit, license, lease, or certificate for the use of Federal lands which lie within conservation system units and National Recreation or Conservation Areas as defined in the Alaska National Interest Lands Conservation Act. Conservation system units include the National Park System, National Wildlife Refuge System, National Wild and Scenic Rivers System, National Trails System, National Wilderness Preservation System, and National Forest Monuments.

Transportation and utility systems and facility uses for which the application may be used are:

1. Canals, ditches, flumes, laterals, pipes, pipelines, tunnels, and other systems for the transportation of water.
2. Pipelines and other systems for the transportation of liquids other than water, including oil, natural gas, synthetic liquid and gaseous fuels, and any refined product produced therefrom.
3. Pipelines, slurry and emulsion systems, and conveyor belts for transportation of solid materials.
4. Systems for the transmission and distribution of electric energy.
5. Systems for transmission or reception of radio, television, telephone, telegraph, and other electronic signals, and other means of communications.
6. Improved right-of-way for snow machines, air cushion vehicles, and all-terrain vehicles.
7. Roads, highways, railroads, tunnels, tramways, airports, landing strips, docks, and other systems of general transportation.

This application must be filed simultaneously with each Federal department or agency requiring authorization to establish and operate your proposal.

In Alaska, the following agencies will help the applicant file an application and identify the other agencies the applicant should contact and possibly file with:

Department of Agriculture
Regional Forester, Forest Service (USFS)
Federal Office Building,
P.O. Box 21628
Juneau, Alaska 99802-1628
Telephone: (907) 586-7847 (or a local Forest Service Office)

Department of the Interior
Bureau of Indian Affairs (BIA)
Juneau Area Office
Federal Building Annex
9100 Mendennall Mall Road, Suite 5
Juneau, Alaska 99802
Telephone: (907) 586-7177

Department of the Interior
Bureau of Land Management
222 West 7th Avenue
P.O. Box 13
Anchorage, Alaska 99513-7599
Telephone: (907) 271-5477 (or a local BLM Office)

National Park Service (NPS)
Alaska Regional Office
2525 Gambell Street, Room 107
Anchorage, Alaska 99503-2682
Telephone: (907) 257-2585

U.S. Fish & Wildlife Service (FWS)
Office of the Regional Director
1011 East Tudor Road
Anchorage, Alaska 99503
Telephone: (907) 786-3440

Department of Transportation
Federal Aviation Administration
Alaska Region AAL-4, 222 West 7th Ave., Box 14
Anchorage, Alaska 99513-7567
Telephone: (907) 271-5285

NOTE - The Department of Transportation has established the above central filing point for agencies within that Department. Affected agencies are: Federal Aviation Administration (FAA), Coast Guard (USCG), Federal Highway Administration (FHWA), Federal Railroad Administration (FRA).

OTHER THAN ALASKA NATIONAL INTEREST LANDS

Use of this form is not limited to National Interest Conservation Lands of Alaska.

Individual department/agencies may authorize the use of this form by applicants for transportation and utility systems and facilities on other Federal lands outside those areas described above.

For proposals located outside of Alaska, applications will be filed at the local agency office or at a location specified by the responsible Federal agency.

SPECIFIC INSTRUCTIONS
(Items not listed are self-explanatory)

Item

7 Attach preliminary site and facility construction plans. The responsible agency will provide instructions whenever specific plans are required.

8 Generally, the map must show the section(s), township(s), and range(s) within which the project is to be located. Show the proposed location of the project on the map as accurately as possible. Some agencies require detailed survey maps. The responsible agency will provide additional instructions.

9 10, and 12 - The responsible agency will provide additional instructions.

13 Providing information on alternate routes and modes in as much detail as possible, discussing why certain routes or modes were rejected and why it is necessary to cross Federal lands will assist the agency(ies) in processing your application and reaching a final decision. Include only reasonable alternate routes and modes as related to current technology and economics.

14 The responsible agency will provide instructions.

15 Generally, a simple statement of the purpose of the proposal will be sufficient. However, major proposals located in critical or sensitive areas may require a full analysis with additional specific information. The responsible agency will provide additional instructions.

16 through 19 - Providing this information in as much detail as possible will assist the Federal agency(ies) in processing the application and reaching a decision. When completing these items, you should use a sound judgment in furnishing relevant information. For example, if the project is not near a stream or other body of water, do not address this subject. The responsible agency will provide additional instructions.

Application must be signed by the applicant or applicant's authorized representative.

If additional space is needed to complete any item, please put the information on a separate sheet of paper and identify it as "Continuation of Item"

Note-Filings with any Interior agency may be filed with any office noted above or with the: Office of the Secretary of the Interior, Regional Environmental Officer, Box 120, 1675 C Street, Anchorage, Alaska 99513

(For supplemental, see reverse)

NOTICE

NOTE: This applies to the Department of the Interior/Bureau of Land Management (BLM).

The Privacy Act of 1974 provides that you be furnished with the following information in connection with the information provided by this application for an authorization.

AUTHORITY: 16 U.S.C. 310 and 5 U.S.C. 301.

PRINCIPAL PURPOSE: The primary uses of the records are to facilitate the (1) processing of claims or applications; (2) recordation of adjudicative actions; and (3) indexing of documentation in case files supporting administrative actions.

ROUTINE USES: BLM and the Department of the Interior (DOI) may disclose your information on this form: (1) to appropriate Federal agencies when concurrence or supporting information is required prior to granting or acquiring a right or interest in lands or resources; (2) to members or the public who have a need for the information that is maintained by BLM for public record; (3) to the U.S. Department of Justice, court, or other adjudicative body when DOI determines the information is necessary and relevant to litigation; (4) to appropriate Federal, State, local, or foreign agencies responsible for investigating, persecuting violation, enforcing, or implementing this statute, regulation, or order; and (5) to a congressional office when you request the assistance of the Member of Congress in writing.

EFFECT OF NOT PROVIDING THE INFORMATION: Disclosing this information is necessary to receive or maintain a benefit. Not disclosing it may result in rejecting the application.

TRANSWEST EXPRESS TRANSMISSION PROJECT

**Preliminary Right-of-Way Application SF 299
(Amended from November 2007)
Attachment A**

Submitted to:

**Bureau of Land Management
Wyoming State Office
5353 Yellowstone Road
Cheyenne, Wyoming 82003**

Submitted by:

**TransWest Express, LLC
555 Seventeenth Street, Suite 2400
Denver, Colorado 80202**

December 2008

Attachment A presents information as shown in Standard Form 299.

- 7) **Project description (*describe in detail*):** (a) type of system or facility (*e.g., canal, pipeline, road*); (b) related structures and facilities; (c) physical specifications (*length, width, grading, etc.*); (d) term of years needed; (e) time of year of use or operation; (f) volume or amount of product to be transported; (g) duration and timing of construction; and (h) temporary work areas needed for construction.

The TransWest Express Transmission Project (TWE Project) is a proposed, extra-high voltage (EHV) direct-current (DC) transmission line extending between south central Wyoming and southern Nevada. The purpose of the TWE Project is to provide the transmission infrastructure and capacity necessary to reliably and cost-effectively deliver approximately 3,000 megawatts (MW) of electric power capacity between Wyoming and the Desert Southwest (DSW) region, which for the purposes of the TWE Project consists of the states of Arizona, Nevada, and southern California, as further described in Section 15 below. The TWE Project applicant, TransWest Express, LLC (TWE), has conducted a corridor feasibility study and has identified a proposed transmission line route and alternative routes that either conform to federally designated utility corridors or parallel existing transmission lines or pipelines, as closely as possible. The proposed route and alternatives being considered at this time are illustrated in Figures 1 and 2.

Proposed Route

The proposed DC transmission line route is approximately 765 miles in length (Figures 1 and 2). The proposed route begins at a proposed substation/converter station to be located in Carbon County, Wyoming in the vicinity of Rawlins, or further east near Medicine Bow. The proposed route would parallel the Interstate 80 corridor west towards Wamsutter and Creston Junction. The proposed route then turns south following the Sweetwater County and Carbon County lines towards Colorado. The proposed route continues into Colorado turning southwest near Maybell, Elk Springs, and Dinosaur (Moffat County) towards Utah. The proposed route turns west into Utah and continues south of Vernal (Uintah County), continuing west near Roosevelt (Duchesne County), passing through the Uintah and Ouray Indian Reservation. The proposed route then turns southwest near Strawberry Reservoir and continues towards Thistle (Utah County). The proposed route turns southwest toward Nephi (Juab County), then turns west near Nephi, continuing southwest towards Learnington (Millard County), where it turns west past Sugarville (Millard County). The proposed route then turns south towards Black Rock (Millard County), and continues past Milford (Beaver County) towards Newcastle (Iron County). The proposed route then turns southwest towards Veyo and Gunlock (Washington County) and continues across Utah into Nevada (Lincoln County). The proposed route continues in southwesterly direction towards Glendale and Moapa (Clark County) crossing the Moapa River Indian Reservation continuing south towards Las Vegas. The proposed route continues south along the eastern edge of Las Vegas towards Boulder City (Clark County) and terminates southwest of Boulder City at a proposed substation/converter station west of US Highway 95 near the existing Marketplace Substation.

**FIGURE 1
PROPOSED AND
ALTERNATIVE ROUTES**

Legend

Land Jurisdiction

- Bureau of Land Management
- Public Lands/State
- U.S. Forest Service
- National Park Service
- U.S. Fish & Wildlife Service
- Department of Defense
- Bureau of Reclamation
- Department of Energy
- State Land
- Private Land

Disturbances

- Proposed Substation (Pending in Progress)
- Substation Boundary
- Proposed Right-of-Way
- Proposed Right-of-Way Boundary
- Alternative Under Further Consideration
- 100m Wide Gravel Buffer
- LULU
- Terminal Siting Area

Utility Features

- Existing Power Lines
- Existing Gas Lines
- 200kV+ DC Transmission Line
- 500kV Transmission Line
- 345kV Transmission Line
- 230kV Transmission Line
- 157.5kV Transmission Line

Intermodal Corridors

- Interstate Highway
- US Highway
- State Highway
- Railroad

Water Features

- Flow of Stream
- Lake, Pond, or Reservoir

Scale

0 10 20 30 40 50 60 Miles
0 10 20 30 40 50 60 Kilometers



0 10 20 30 40 50 60 Miles

0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

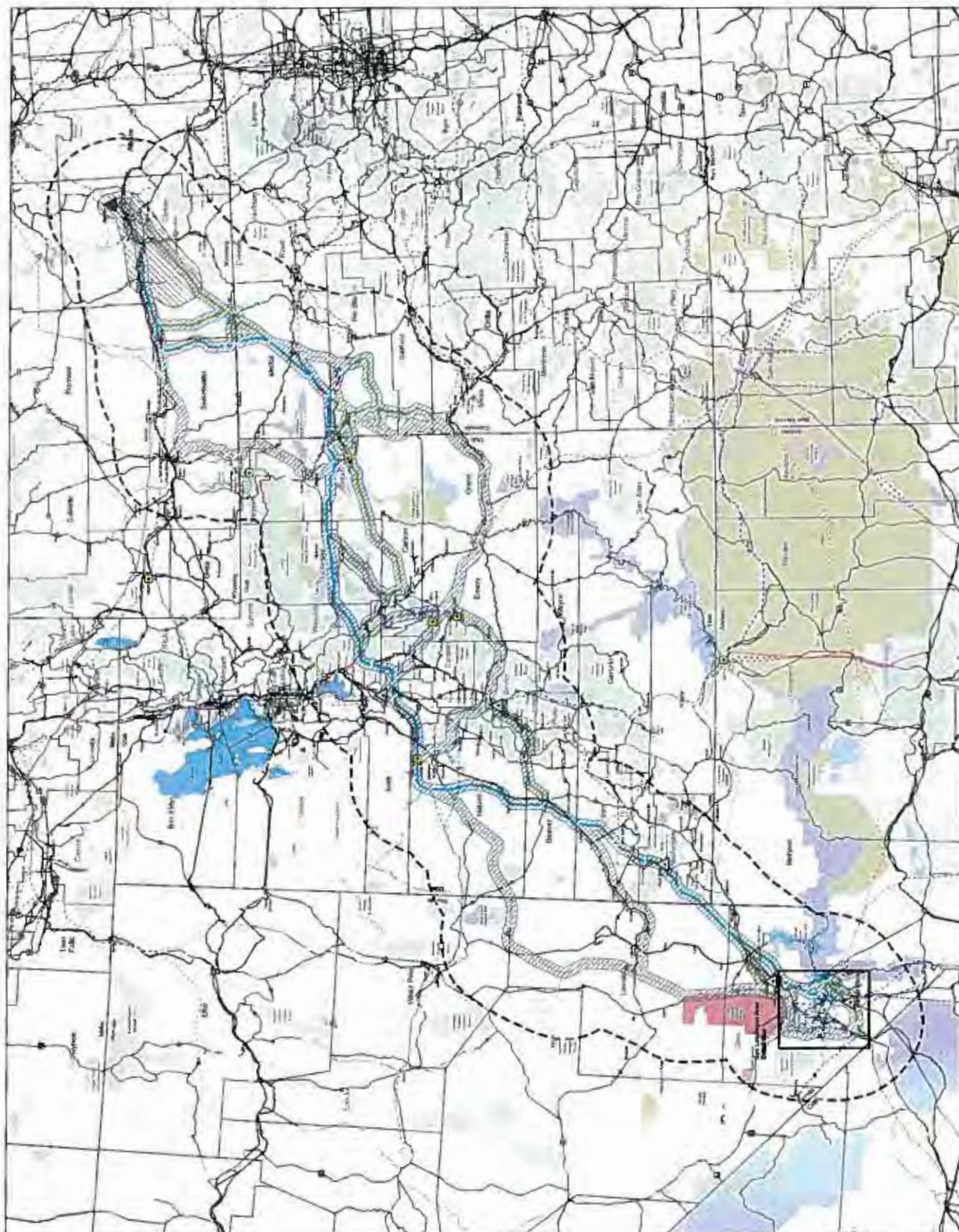
0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

0 10 20 30 40 50 60 Kilometers

0 10 20 30 40 50 60 Miles

0 10 20 30 40 50 60 Kilometers



**TRANSWEST EXPRESS
TRANSMISSION LINE PROJECT**



Proposed Alternative Routes

There are seven alternative routes totaling approximately 1,110 miles proposed for the TWE Project. These alternative routes would be used in lieu of the corresponding segments for the proposed route for the TWE Project. The first alternative route is approximately 165 miles in length (see Figure 1) and would continue west along Interstate 80 in Wyoming from Wamsutter towards Table Rock (Sweetwater County). The alternative route would then continue southwest along the railroad tracks through Patrick Draw, then south towards Utah staying east of US Highway 191. The alternative route would then cross into Utah near Clay Basin (Dagget County) turning east, then south/southwest towards Vernal (Uintah County). The alternative route would then pass Vernal along its eastern boundary towards the Green River where it would connect to the corresponding segment of the proposed route.

A second alternative route is approximately 310 miles in length (see Figure 1) and from the proposed route would continue south from Maybell, Colorado (Moffat County) towards White River City (Rio Blanco County), then west towards Rangely (Rio Blanco County). The alternative route would then continue south towards Mack (Garfield County), and turn southwest into Utah towards Cisco (Grand County). The alternative route then turns west towards Crescent Junction (Grand County) and Green River (Emery County). The alternative route then turns northwest towards Huntington (Emery County), Mount Pleasant (Sanpete County), and Fountain Green (Sanpete County). The alternative route then continues towards Nephi (Juab County), where it would connect to the corresponding segment of the proposed route.

A third alternative route is approximately 145 miles in length (see Figure 1) and would begin south of Huntington, Utah (Emery County) where the second alternative route is located. The alternative route would continue southwest towards Castle Dale, Ferron, and Emery (Emery County). The alternative route would then turn west towards Aurora (Sevier County), where it would travel south of Aurora turning northwest towards Scipio (Millard County). The alternative route would then turn west towards McCormick, then Northwest towards Delta (Millard County) along the east side of Sugarville (Millard County), where it would connect to the corresponding segment of the proposed route.

A fourth alternative route is approximately 290 miles in length (see Figure 1) and would begin west of Sugarville (Millard County) Utah, where it would turn southwest passing Abraham (Millard County) towards Burbank (Millard County). The alternative route would continue west from Burbank into Nevada towards Geyser Ranch (Lincoln County). The alternative route then turns south towards Las Vegas along US Highway 93 (Lincoln County and Clark County) where it would connect to the corresponding segment of the proposed route.

A fifth alternative route is approximately 110 miles in length (see Figure 1) and would begin near Lund, Utah (Iron County). This alternative route would follow the railroad tracks southwest towards Uvada (Iron County), where it would cross into Nevada. The alternative route would then turn west towards Caliente (Lincoln County) where it would connect to the corresponding segment of the fourth alternative route near US Highway 93.

A sixth alternative route is approximately 40 miles in length (see Figure 2) and would begin east of Las Vegas, Nevada (Clark County) and north of Lake Mead National Recreation Area (NRA). This alternative route would cross through the Lake Mead NRA southerly towards Boulder City. This alternative route terminates southwest of Boulder City at a proposed substation/converter station west of US Highway 95 near the existing Marketplace Substation.

A seventh alternative route is approximately 95 miles in length (see Figure 2) and would begin north of Las Vegas, Nevada (Clark County). This alternative route would turn west along the north side of Las Vegas, where it would turn south following the west side of Las Vegas, crossing the eastern boundary of the Red Rock Canyon National Conservation Area. This alternative route continues several miles south of Las Vegas where it turns easterly and terminates southwest of Boulder City at a proposed substation/converter station west of US Highway 95 near the existing Marketplace Substation.

Alternatives Under Further Consideration

There are also alternatives under further consideration as illustrated on Figures 1 and 2. The alternatives under further consideration provide additional means for connecting the proposed substation/converter stations and could be substituted for the corresponding sections of the proposed or proposed alternative routes. The alternatives under further consideration provide additional environmentally feasible options for constructing the TWE Project, while meeting the purpose and need for the project.

The proposed route, proposed alternative route, and alternatives under further consideration will all be evaluated in the National Environmental Policy Act (NEPA) review process.

(a) Type of system or facility

The type of system or facility is an extra-high voltage transmission system, consisting of a 3,000 MW, 600 kilovolt (kV) DC transmission line and substation/converter stations at each terminus. The transmission system will transmit approximately 3,000 MW of power from a new 500kV alternating current (AC) to 600kV DC substation/converter station to be built by TWE within Carbon County, Wyoming in the vicinity of Rawlins. The transmission line will terminate at a new 500kV AC to 600kV DC substation/converter station to be built by TWE at or near the existing Marketplace Substation in Clark County, Nevada, approximately 15 miles south of Henderson, Nevada. The location of the substation/converter stations and final design of the transmission system are pending completion of further transmission planning, engineering, and resource studies.

Typical design characteristics of the 600kV DC lattice transmission line structures are illustrated in Figure 3. Structure design may vary depending on prescribed design or to mitigate potential environmental impacts, for example, an H-frame (not shown), guyed, or a monopole, tubular steel structure, as illustrated in Figures 4 and 5.

The TWE Project will also include a communications system consisting of a fiber optic network necessary for command and control of the transmission system (referred to as Supervisory Control and Data Acquisition or "SCADA"). The fiber optic network will require regeneration sites at periodic distances along the transmission line, as determined in the detailed engineering studies. In general, these regeneration sites will be within the transmission line right-of-way. TWE may also contract with third parties for the sale and use of excess fiber optic capacity.

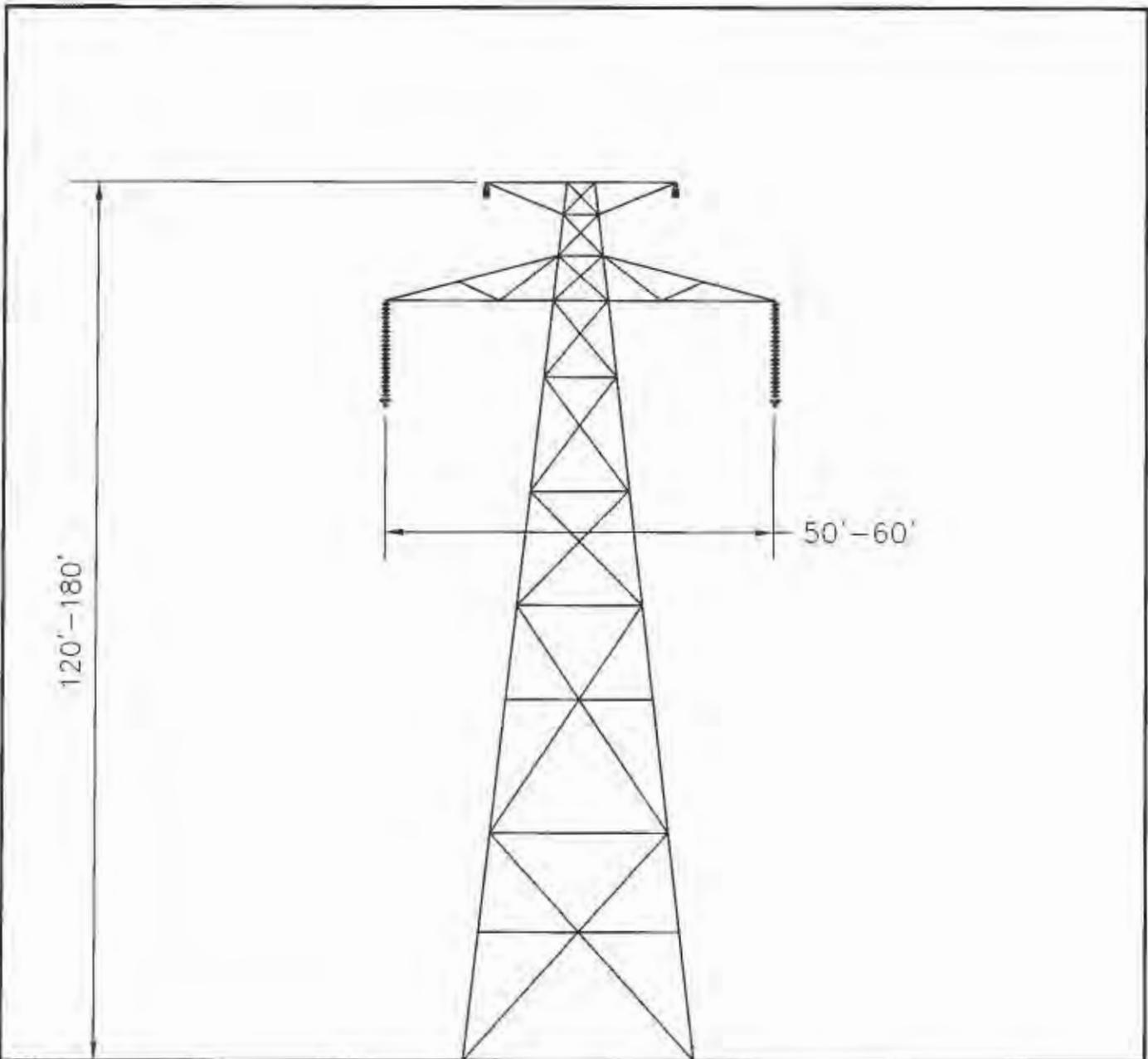
(b) Related structures and facilities

Related structures and facilities will include temporary construction ground disturbances, such as staging areas, pulling and splicing sites, permanent access roads necessary for maintenance and repairs of the transmission line, SCADA system, substation/converter stations at each terminus, remote ground electrode sites with an overhead low voltage line connection to the converter station, and other TWE Project facilities. Width of access roads could be up to 24 feet depending upon terrain, and will be further refined during the NEPA review process. Where required, new 20-foot-wide bladed roads, with 2 feet of berm on each side, would be built, but they typically would not include an improved ditch drainage system. However, if improved existing access has been identified for use, it is assumed that most of these roads would be approximately 10 feet wide and would require up to 14 feet of additional improvement for equipment access. Wherever practicable, permanent access roads will be located within the transmission line right-of-way; however, off transmission line right-of-way access across federal lands from public or private roads and highways is anticipated.

(c) Physical Specifications

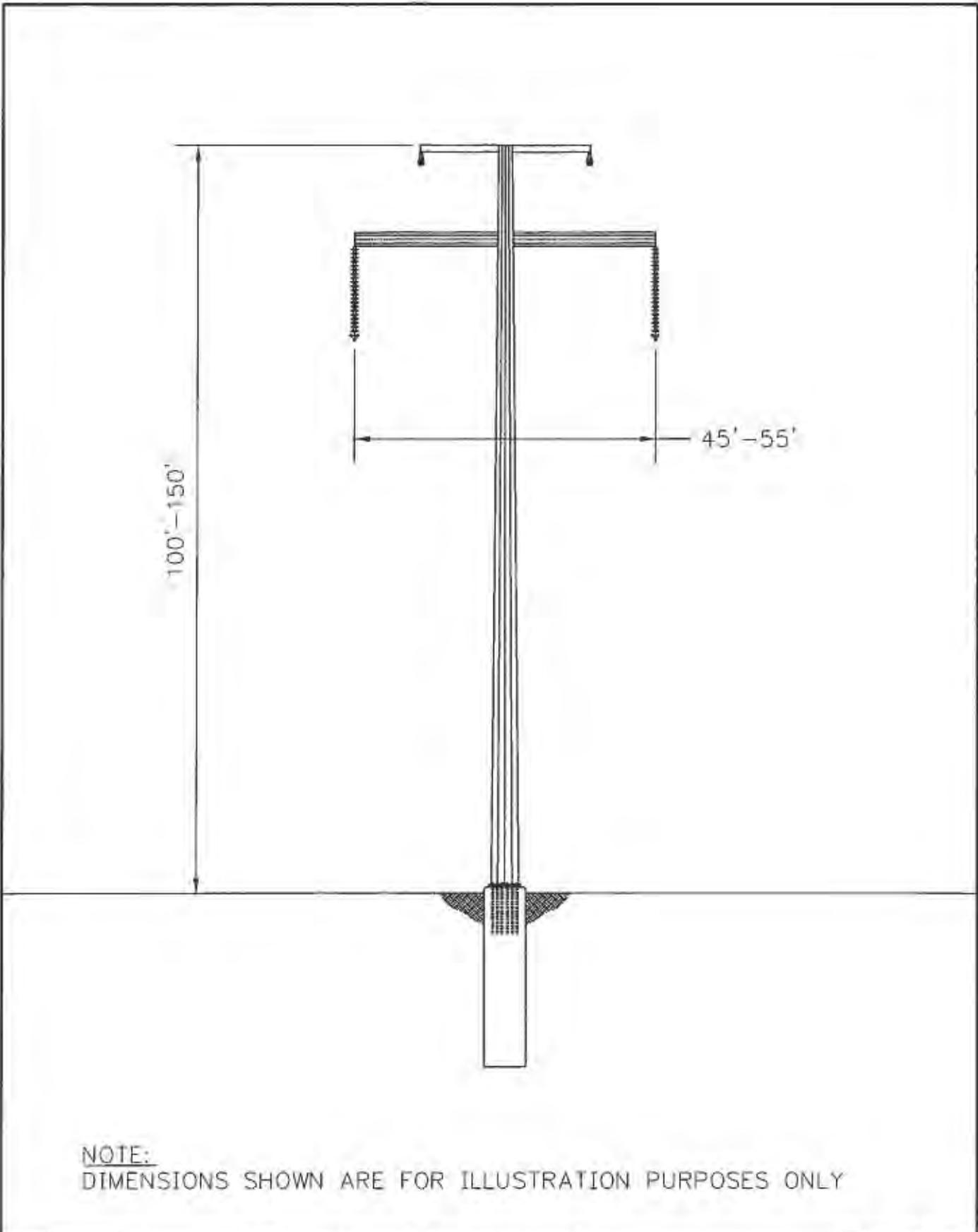
The transmission system length for the proponent's proposed alternative is approximately 765 miles, with a right-of-way width up to 300 feet. Transmission structure heights may vary from 120 feet to 190 feet depending upon structure type, terrain, span, and line crossings.

The substation/converter stations at each terminus will be designed to include the DC and AC switchyards, and DC conversion equipment, and transformers. A typical substation/converter station may require an area encompassing approximately 140 acres. The largest electrical facility within the overall footprint for the substation/converter station will be the AC switchyard. There will be one or two



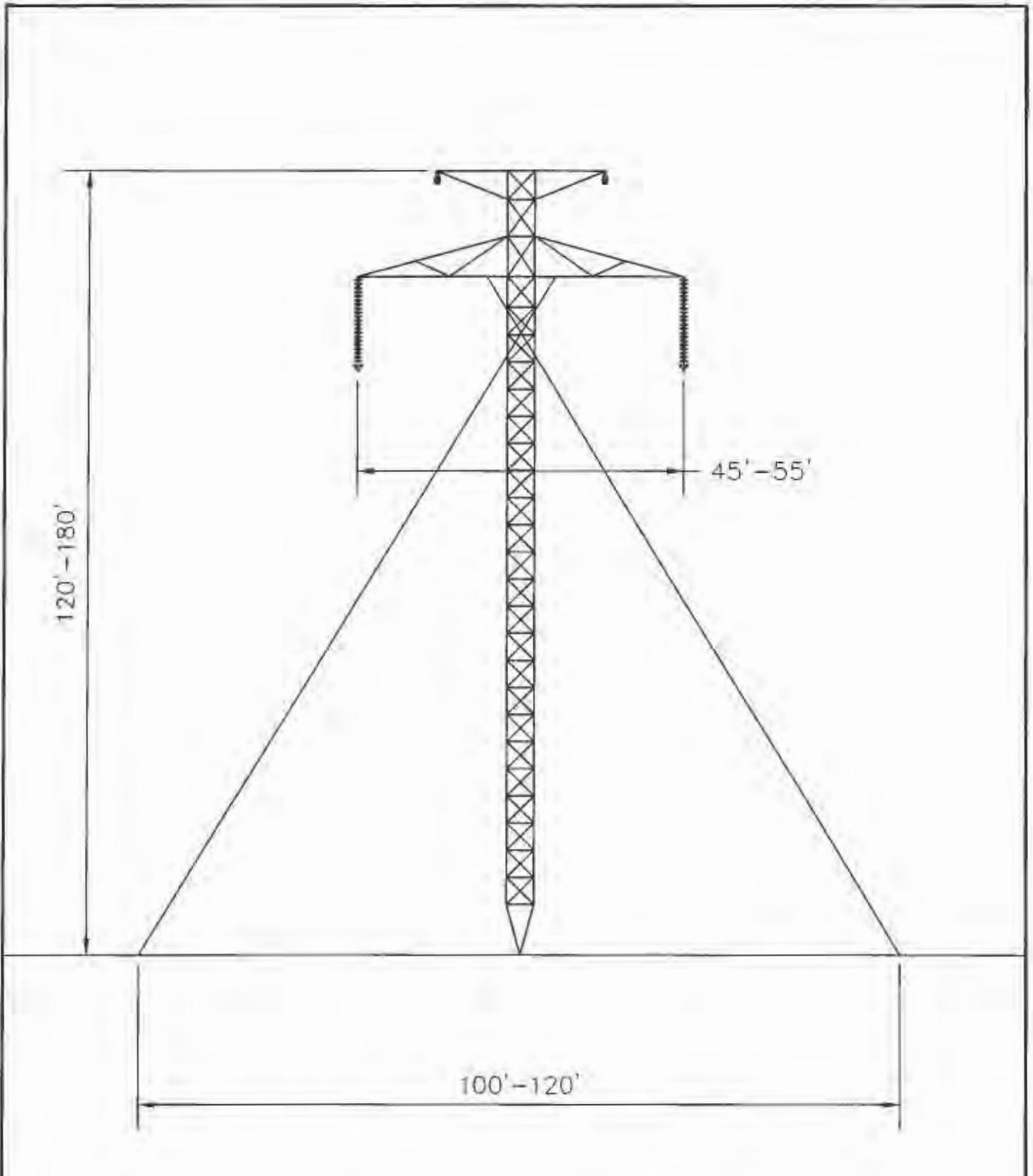
NOTE:
 DIMENSIONS SHOWN ARE FOR ILLUSTRATION PURPOSES ONLY

REFERENCE DRAWINGS	DSCN		 POWER ENGINEERS <small>www.powereng.com</small>	TYPICAL ±600kV DC SELF-SUPPORTING 1-STRING	JOB NUMBER	REV
	DRN				"	△
	CKD					
	SCALE:					
		FOR 8.5x11 DWG ONLY				Figure 3



NOTE:
 DIMENSIONS SHOWN ARE FOR ILLUSTRATION PURPOSES ONLY

		DSGN			 POWER ENGINEERS www.powereng.com	TYPICAL ±600kV DC TUBULAR POLE J-STRING	JOB NUMBER	REV
		DRN					"	△
		CKD						
		SCALE:					Figure 4	
REFERENCE DRAWINGS		FOR 8.5x11 DWG ONLY						



NOTE:
 DIMENSIONS SHOWN ARE FOR ILLUSTRATION PURPOSES ONLY

	DSGN			 POWER ENGINEERS www.powereng.com	TYPICAL ±600kV DC GUYED I-STRING	JOB NUMBER	REV
	DRN					"	△
	CKD						
	SCALE:						
REFERENCE DRAWINGS	FOR ILS-IT DWG ONLY					Figure 5	

buildings to house the DC conversion equipment, each approximately 200 feet long by 75 feet wide by 100 feet high. Additionally, there will be smaller buildings to house the control room, control and protection equipment, auxiliaries, and cooling equipment. Depending upon the final design of the DC transmission system, a ground electrode (underground installation) may be required. If so, then an area of approximately 1 square mile will be required for the ground electrode. The ground electrode may need to be located remotely, up to 25 miles, from the converter station connected by an overhead low voltage distribution line.

Final design for the proposed transmission line and substation/converter station facilities will be determined upon completion of the detailed transmission planning, engineering, and resource studies.

(d) Term of years needed

The life of the proposed TWE Project is anticipated to be up to 80 years. TWE Project facilities will be maintained and restored as needed to ensure the safe, reliable operation of the system.

(e) Time of year of use or operation

The TWE Project will operate year-round, 24 hours a day. Routine maintenance activities will be scheduled and coordinated with other transmission facilities to avoid service interruptions to customers served by the line and to conduct ongoing mitigation practices. Emergency repairs and maintenance will be undertaken when necessary to maintain the reliability of the transmission system and ensure public safety.

(f) Volume or amount of product to be transported

The transmission line will have a capacity for approximately 3,000 MW. For economic and reliability reasons, transmission lines typically operate on average at 75 percent of full capacity over a year. Therefore, a 3,000 MW line with a 75 percent capacity factor will transport $(3,000 \text{ MW} \times 365 \text{ days/year} \times 24 \text{ hours/day} \times 75 \text{ percent line capacity factor} = 19,710, \text{ or})$ approximately 20,000 gigawatt hours per year (GWh/yr) of electric energy from generation sources located in Wyoming. For the reasons discussed in Section 15c, TWE anticipates the primary generation supply to be from renewable energy sources, primarily wind resources. The line may also deliver electric energy from natural gas-fired or other fossil fuel-fired generation.

(g) Duration and timing of construction

Construction of the TWE Project is anticipated to require approximately 3 years, with construction beginning as early as 2011. TWE anticipates an in-service date of 2014.

(h) Temporary work areas needed for construction

Temporary work areas will be sited to minimize environmental impacts. In general, temporary material staging areas and construction yards will be required every 40 to 50 miles. A temporary work area of approximately 250 feet (or width of right-of-way) by 700 feet will be needed at each tower site and line tensioning site (every 3 to 4 miles). Temporary work areas will be determined during the detailed engineering design phase and refined during the NEPA review process.

8) Attach a map covering area and show location of project proposal.

See the attached Figures 1 and 2, Proposed and Alternative Corridors, TransWest Express Transmission Project.

9) State or local government approval:

Applications for all required state and local permits will be submitted during, or after, the Bureau of Land Management's (BLM) NEPA review process, as appropriate.

10) Nonreturnable application fee:

In lieu of a nonreturnable fee, TWE has agreed to reimburse the federal agencies for all costs incurred to evaluate and process this application through a Cost Recovery Agreement. The Cost Recovery Agreement will be executed prior to the public scoping phase. A deposit has been submitted by TWE to the Department of Interior to cover initial costs incurred prior to the Cost Recovery Agreement being executed.

11) Does project cross international boundary or affect international waterways?

Yes No

12) Give statement of your technical and financial capability to construct, operate, maintain, and terminate system for which authorization is being requested.

TransWest Express, LLC is a limited liability company that was formed in Nevada on July 24, 2008. TWE is a wholly-owned subsidiary of The Anschutz Corporation (TAC), a privately held company based in Denver, Colorado. The principal offices of TWE are located at 555 Seventeenth Street, Suite 2400, Denver, Colorado. TWE was formed to hold and develop certain electric transmission assets for TAC.

TAC was founded in 1965 by Philip F. Anschutz, initially as an oil and gas drilling and exploration company. Today, TAC has grown into a multi-billion dollar diversified company with worldwide investments in natural resources (oil and gas development and pipelines, ranching and agriculture, real estate, telecommunications, transportation, sports and entertainment, film production, movie theaters, and newspaper and internet publishing). TAC has been very successful in the development of energy infrastructure projects. In the 1990s, TAC constructed a 130-mile intrastate common carrier crude oil pipeline to transport heavy crude from California's San Joaquin Valley to refineries and terminal facilities in the Los Angeles Basin. The pipeline is a fully insulated line with 130,000 bpd of throughput capacity. In 1987, TAC built AREPI Pipeline to transport crude oil from its oil field on the Utah Wyoming border to refineries in Salt Lake City. At its peak, TAC's pipeline company operated over 3,100 miles of pipeline and 14 million barrels of crude oil storage capacity.

In the mid 1990s, TAC was the founder of Qwest Communications which constructed the country's first transcontinental high-speed fiber-optic link between Los Angeles and Boston. The mammoth construction project originated on South Pacific/Union Pacific rights-of-way controlled by TAC and expanded onto rights-of-way acquired from federal, state, and local governments and from private landowners. In all, Qwest developed a 25,500-mile North American fiber network connecting 250 cities and consisting of approximately 3.4 million fiber miles.

Through its wholly-owned subsidiary Anschutz Entertainment Group (AEG), TAC played an integral role in the revitalization of downtown Los Angeles when it constructed the Staples Center, a 20,000 seat mixed use arena that is home to the LA Lakers, LA Clippers, LA Kings, and other professional sports teams. The arena hosts 250 events and nearly 4 million customers per year. AEG is now developing a 4.4 million square foot mixed use entertainment district around the Staples Center, which will be anchored by a 7,100 seat theater and include hotels, luxury condos, and restaurants. AEG's other successfully completed development projects include LA's Home Depot Center, the Sprint Center in Kansas City, the O2 Arena in London, and a 17,000 seat multi-purpose arena in Berlin. AEG is currently constructing an 18,000 seat arena in Shanghai and has also embarked on a 20,000 seat arena in Las Vegas.

TWE is an extension of TAC's long and successful tradition of resource development and investment in the western United States. The TWE Project responds to the nation's demand for clean renewable energy while representing TAC's commitment to responsible development and delivery of natural resources.

13a) Describe other reasonable alternative routes and modes considered.

Corridor studies were first initiated in September 2006¹ to assist in identifying preliminary alternative transmission corridors from Wyoming to Arizona, including the states of Idaho, Utah, Colorado, Nevada, and New Mexico as well. Initial environmental studies, using available secondary data, were completed along a series of preliminary corridors up to 4 miles wide that

¹ APS TransWest Express Project. September 2006. Feasibility Study.

had been identified as desirable by electrical system planners. Results of these studies indicated the general environmental feasibility of each of these system planning alternatives. A second corridor study was completed in February 2008² to identify additional potential alternative corridors to help meet the electrical system planning requirements for the TWE Project. During this study, more detailed review of environmental data and federal land management plans, as well as communication and consultation with federal agencies was completed.

An additional detailed review (including both field review and aerial photo interpretation) of physical terrain, federally designated utility corridors, existing transmission lines and pipelines, major land use constraints, and other sensitive resource areas, further assisted in identification of the proposed and alternative transmission line routes to be evaluated in the NEPA review process. The proposed and alternative routes are displayed on Figures 1 and 2 Proposed and Alternative Routes for the TransWest Express Transmission Project.

Detailed environmental and engineering studies, and field review/surveys will be required for the proposed and alternative transmission line alternatives, as well as the substation/converter stations to be evaluated during the NEPA review process.

13b) Why were these alternatives not selected?

Alternatives identified in the corridor studies, but not carried forward, were generally considered to not address TWE Project's purpose and need for the Project or meet minimal electrical system planning criteria, or had more substantial environmental constraints identified during the preliminary environmental feasibility studies.

The TWE Project will begin in the vicinity of Rawlins, Wyoming and end near the Marketplace Substation located in southwest of Boulder City, Nevada. Therefore, corridors studied north of Medicine Bow, Wyoming and within Arizona were not carried forward.

All potential alternatives identified on Figures 1 and 2 will be evaluated during the NEPA process. Alternative routes considered, but proposed for elimination from detailed study, have been recorded and will be identified and presented to the public for comment during public scoping.

13c) Give explanation as to why it is necessary to cross federal lands.

The total distance between the locations of the terminal points (i.e., Rawlins, Wyoming and Las Vegas, Nevada) is approximately 765 miles, and will require crossing federally managed land primarily administered by the BLM and U.S. Forest Service (USFS) for a majority of the route; therefore, crossing federally owned land is unavoidable. Generally, the study area is identified as open range and undeveloped; however, incorporated cities and other populated areas occur in the

² APS, National Grid, Wyoming Infrastructure Authority, Rocky Mountain Power TransWest Express Transmission Project/Gateway South Transmission Project. February 2008. Corridor Study Report

vicinity of the TWE Project. Alternatives identified outside of urban areas would cross federally managed land.

14) List authorizations and pending applications filed for similar projects which may provide information to the authorizing agency (*Specify number, date, code, or name*).

Seven preliminary right-of-way applications have been filed with the BLM for EHV transmission lines within the TWE Project study area: (1) Northern Lights, filed in July 2006 with the BLM by TransCanada, (2) Mona to Oquirrh 500/345kV Transmission Corridor Project, filed January 2007 with the BLM Salt Lake and Fillmore field offices by Rocky Mountain Power, (3) Wyoming-West Transmission Corridor Project (Wyoming-West), filed in March 2007 by National Grid and the Wyoming Infrastructure Authority; (4) Gateway West 500kV Transmission Project, filed in May 2007 by Rocky Mountain Power and Idaho Power Company, (5) Gateway South 500kV Transmission, filed in November 2007 by Rocky Mountain Power, (6) Eastern Nevada Transmission Project by Silver State Energy in November 2008, and (7) Southern Nevada Intertie Project by Great Basin Transmission, LLC in December 2008.

15) Provide statement of need for project, including the economic feasibility and items such as: (a) cost of proposal (*construction, operation, and maintenance*); (b) estimated cost of next best alternative; and (c) expected public benefits.

(a) Cost of proposal (*construction, operation, maintenance*):

Only preliminary cost estimates are available at this time. More detailed cost estimates will be based on the final route ultimately selected through the NEPA review process and upon completion of final engineering design studies. Using a typical transmission line design and construction preliminary cost estimate of \$2 million per mile, the cost of approximately 765 miles of DC transmission line is anticipated to be \$1.53 billion. The preliminary cost estimate of each of the two substation/converter stations is \$550 million, for a total preliminary estimated cost of \$2.63 billion in 2008 dollars. Costs of operation and maintenance will be developed during the detailed planning, engineering, and resource studies.

(b) Estimated cost of next best alternative

This right-of-way application identifies several transmission line alternative corridors. As the TWE Project progresses through the NEPA review process, detailed studies will be completed, and alternatives evaluated. Costs for each alternative will then be developed accordingly.

(c) Expected public benefits

The purpose of the TWE Project is to provide the transmission infrastructure and capacity necessary to reliably and cost-effectively deliver approximately 20,000 GWh/yr of electric power generated in Wyoming to the DSW region, which for the

purposes of the TWE Project consists of the states of Arizona, Nevada, and southern California. The TWE Project is part of a series of regional projects in the western United States designed to meet the overall electricity power needs in an environmentally responsible manner.

The need for the TWE Project is supported by numerous studies that have documented the increase in demand for renewable energy resources within the DSW to meet energy and environmental policy objectives and the forecasted increase in overall electric demand within the area.

For purposes of reliability, the TWE Project will be built in accordance to standards developed and enforced by the North American Electrical Reliability Corporation (NERC) and the Western Electricity Coordinating Council (WECC), as discussed below.

Renewable Energy Needs

Arizona, California, Nevada, and Utah have adopted renewable energy standards, commonly referred to as Renewable Portfolio Standards (RPS). These states have enacted legislation that requires utilities to meet a portion of the overall customer energy supply with renewable energy resources by specific dates. Each state has adopted programs that vary in the portion of overall renewable energy required, the deadlines, and the type of resources that can be utilized. Beyond the legislated RPS, California, which has a 20 percent requirement by 2010, is currently working on legislation to implement a 33 percent requirement by 2020. These standards combine to an overall regional renewable energy level of 13.8 percent for the DSW in 2020. The DSW electric consumption in 2006 was 375,000 GWh. This total consumption included nearly 12,000 GWh of renewable energy or 3.2 percent of the total energy portfolio. Thus, if the RPS requirements levels for 2020 had been required in 2006, an additional 40,000 GWh/yr would have been needed.¹

Electric Demand Growth

The electrical demand for the DSW is not expected to remain at 2006 levels over the next 14 years. According to the U.S. Census Bureau, the western U.S. has experienced a population growth of approximately 10 percent from 2000 to 2006. The Bureau expects the growth in population to increase by 33 percent between 2006 and 2030. Their latest projection of population growth between 2000 and 2030 for the combined area of Arizona, California, and Nevada is nearly 50 percent.² Arizona and Nevada were identified as the fastest growing states during this period.³

Population increase is a key driver in the projected increase in electrical demand, although it is not the only factor. The amount of electricity used per person is also

expected to increase as the scope and expectation for the uses of electricity increases. The per capita increase is due to the continued electrification of day to day life, including the expanded deployment of air conditioning, computers, high-definition televisions, and potentially, electric powered automobiles. While this upward tendency on per capita electricity usage is countered by conservation efforts in the form of energy efficiency standards, utility programs, and individual responsibility, overall per capita electricity usage is expected to increase.⁴ Therefore, even accounting for conservation programs, the electricity demand is expected to increase on the order of 2 percent per year in the DSW.¹

The increase in overall forecasted electric demand in the DSW will require the addition of 55,000 GWh/yr of renewable energy by 2020 to satisfy projected RPS requirements. Even with significant gains in energy efficiency and/or slower than expected growth, the need to access new renewable resources remains. For instance, if overall demand for electricity is 15 percent below the forecasted levels for 2020, the estimated requirements for additional renewable energy would change from 55,000 GWh/yr to 45,000 GWh/yr.¹

Greenhouse Gas Reduction Goals

In addition to RPS mandates, states and the federal government are also considering various Greenhouse Gas (GHG) emission reduction policies. Several western governors, including the governors of California, Arizona, and Utah, formed the Western Climate Action Initiative in 2007 to jointly reduce regional GHG levels. A regional goal has been established by the members, and details of the economy-wide (e.g. electricity, transportation, industry, etc.) program are being developed. GHG reduction policies are also being considered at the federal level. The need for additional renewable energy could be greater than the 55,000 GWh/yr depending on how GHG reduction is implemented by utilities.^{1,5}

Renewable Energy and Transmission

Wind and solar infrastructure have been cited in numerous studies as the most economic large scale resource alternatives to meet the renewable and clean energy demands throughout the country and in the DSW.^{1,5,6,7} However, developable solar and wind resources are typically found in remote areas far from urban centers where the demand is the greatest. Thus, transmission infrastructure is required to enable renewable energy development to meet environmental policy objectives.

In its July 2008 report entitled "20% Wind Energy by 2030, Increasing Wind Energy's Contribution to U.S. Electricity Supply", the DOE recognized the challenge of bringing wind energy to market.⁸ According to the DOE report:

“If the considerable wind resources of the United States are to be utilized, a significant amount of new transmission will be required. Transmission must be recognized as a critical infrastructure element needed to enable regional delivery and trade of energy resources, much like the interstate highway system supports the nation’s transportation needs... Significant expansion of the transmission grid will be required under any future electric industry scenario. Expanded transmission will increase reliability, reduce costly congestion and line losses, and supply access to low-cost remote resources, including renewables.”

In discussing required improvements to the nation’s transmission infrastructure necessary to achieve 20% wind energy by 2030, the DOE report concludes:

“The 20% Wind Scenario would require widespread recognition that there is national interest in ensuring adequate transmission. Expanding the country’s transmission infrastructure would support the reliability of the power system; enable open, fair, and competitive wholesale power markets; and grant owners and operators access to low-cost resources. Although built to enable access to wind energy, the new transmission infrastructure would also increase energy security, reduce GHG emissions, and enhance price stability through fuel diversity.”

Wyoming’s Abundant and Cost Effective Resources

According to the National Renewable Energy Lab (NREL), southeast Wyoming has one of the densest concentrations of high class wind energy potential in the country.^{9,10} NREL data shows that over 50 percent of the best quality (Class 6 and 7) wind capacity in the continental United States is located in Wyoming. This Class 6 and 7 wind resource has an energy potential of 235,000 GWh/yr. Wyoming’s Class 4 and above wind resource has a potential of 944,000 GWh/yr.

The existing transmission capacity available to export electric energy from Wyoming is fully committed.¹¹ These constraints led to the recommendations for transmission expansion along similar routes as TransWest Express from the Western Governors Association, the Rocky Mountain Area Transmission Study¹¹, and the Clean and Diversified Energy Advisory Committee.¹² In addition to wind resources, Wyoming has a number of other energy resources that could also be developed for production of electricity and transmitted on the infrastructure to be constructed pursuant to the TWE Project to the growing markets in the DSW. The Wyoming Infrastructure Authority has identified 60 distinct projects representing over 15,000 MW of renewable and thermal development underway in the state.

Two recent studies, one by the Western Electricity Industry Leaders, have looked specifically at regional renewable energy alternatives, including remote resources supplied through new transmission infrastructure, to meet the needs of the DSW. Wyoming wind resources were identified as one of the most economic alternatives to meet a portion of the overall needs.¹⁵ The TWE Project will cost effectively provide up to 20,000 GWh/yr of the estimated 55,000 GWh/yr need for renewable energy.

TWE Project and Regional Planning

The TWE Project was the subject of a Regional Planning Project Review (RPPR)¹³ conducted by the sponsors in accordance with WECC Planning Procedures. This review was conducted jointly with the Gateway South 500kV Project sponsored by Rocky Mountain Power, which also starts in Wyoming and has several termination points in Utah and in southern Nevada. The purpose of the planning process is to review projects from a regional basis through an open and transparent process. The findings of a Conceptual Technical Report¹⁴ performed as part of the RPPR concluded that the Gateway South 500kV Project configured as an AC project and the TWE Project configured as a DC project served the needs of the broader region of Utah, Arizona, Nevada, and southern California most cost effectively, while minimizing environmental impact.

Utah is a net energy exporter to the DSW region partly because of the higher price paid for the energy in the DSW. Providing the DSW region with direct access to Wyoming's abundant renewable resources through the TWE Project will serve to increase the amount of Utah resources available for in-state use.

The RPPR also included extensive stakeholder consultation on numerous aspects of the TWE Project and other proposed projects within the region to ensure the efficient development of an overall regional transmission plan. This review resulted in several modifications to the original TWE Project configuration described in the preliminary right-of-way application dated November 2007.

In addition, the TWE Project was included within the study work performed as part of the Northern Tier Transmission Group (NTTG) Fast Track Project Process.¹⁵ The NTTG is a sub-regional transmission group that amongst other responsibilities coordinates regional planning efforts in the northwest and mountain states. The TWE Project is also included in the WestConnect 2008-2017 Transmission Plan.¹⁶ WestConnect is another sub-regional transmission group that coordinates regional planning efforts in Nevada, Arizona, New Mexico, and Colorado.

Transmission Standards

Transmission systems in the United States must be planned, operated, and maintained under NERC reliability standards. Additionally, transmission owners and operators are governed by the WECC standards that may be additional or more stringent than those required by NERC. These reliability standards impact the TWE Project design in terms of both overall capacity and the siting of the line relative to other high voltage lines. Reliability standards limit the operational capacity of any single transmission system element based on a complex contingency analysis that considers the impact to system operations following various events (i.e. equipment failures, line outages, etc.). As a single transmission system element, the TransWest Express line is effectively limited in capacity to approximately 3,000 MW.

In addition, WECC requires a minimum separation between high voltage transmission lines. The standard specifies that in order to avoid rating as adjacent circuits, or common transmission system elements, circuits must be separated by at least “the longest span length of the two transmission circuits at the point of separation or 500 feet, whichever is greater, between the transmission circuits” (WECC2008b)¹⁷. For purposes of the initial TWE Project siting studies, the longest span was assumed to be 1,500 feet, thereby dictating the minimum distance between existing, planned, and proposed transmission lines.

Summary

Ultimately, the TWE Project will:

- allow consumers access to renewable energy sources and contribute to meeting national, regional and state environmental policies, including state mandated renewable portfolio standards and greenhouse gas reduction targets
- meet increasing customer demand with improved electrical system reliability
- allow consumers access to domestic energy sources and contribute to complying with national energy policy
- provide increased access to the grid for third party transmission users
- expand regional economic development through increased employment and enlargement of the property tax base
- maintain the standard of living associated with highly reliable electricity service

¹ [The West's Renewable Energy Future: A Contribution by National Grid](http://transwestexpress.net/), National Grid, July 2008, (available at: <http://transwestexpress.net/>).

² Table 6: Interim Projections: Total Population for Regions, Divisions, and States: 2000 to 2030, U.S. Census Bureau, released April 21, 2005.

³ Table 1: Interim Projections: Ranking of Census 2000 and Projected 2030 State Population and Change: 2000 to 2030, U.S. Census Bureau, released April 21, 2005.

⁴ [The Electricity Economy - New Opportunities from the Transformation of the Electric Power Sector](#), Global Environment Fund, August 2008

⁵ [Towards 2020](http://www.weilgroup.org/WIRAB_NewMexico_10-29-08.pdf), Western Electricity Industry Leaders, October 2008, (available at: http://www.weilgroup.org/WIRAB_NewMexico_10-29-08.pdf).

⁶ [Reducing U.S. Greenhouse Gas Emissions: How Much at What Cost?](http://www.mckinsey.com/client/service/ccsi/pdf/US_ghg_final_report.pdf), McKinsey & Company, December 2007, (available at: http://www.mckinsey.com/client/service/ccsi/pdf/US_ghg_final_report.pdf).

⁷ Renewable Energy Transmission Initiative Phase I Report, May 2008 (available at: <http://www.energy.ca.gov/2008publications/RETI-1000-2008-002/RETI-1000-2008-002-F.PDF>).

⁸ [20% Wind Energy by 2030](http://www1.eere.energy.gov/windandhydro/), U.S. Department of Energy, Energy Efficiency and Renewable Energy, May 2008 (available at: <http://www1.eere.energy.gov/windandhydro/>).

⁹ Wind Atlas, National Renewable Energy Laboratory, Chapter 3, Regional Summaries, visited January 2008 (available at: <http://redc.nrel.gov/wind/pubs/atlas/chp3.html>).

¹⁰ [Western Wind and Solar Integration Study](http://wind.nrel.gov/public/WWIS/3TierPts_Wk.csv), Wind Data, Spreadsheet of Wind Site Locations for 2006, National Renewable Energy Laboratory, (available at: http://wind.nrel.gov/public/WWIS/3TierPts_Wk.csv).

¹¹ [Rocky Mountain Area Transmission Study](http://psc.state.wv.us/hdocs/subregional/FinalReport/rmatsfinalreport.htm), The Governors of Utah and Wyoming, September 2004, (available at: <http://psc.state.wv.us/hdocs/subregional/FinalReport/rmatsfinalreport.htm>).

¹² Clean and Diversified Energy Initiative, Western Governor's Associates, (available: <http://www.westgov.org/wga/initiatives/cdeac/>).

¹³ [TransWest Express Transmission Project Regional Planning Project Review Report](http://www.wecc.biz/documents/library/TSS/2008/2008%2003%2025%20TWE%20Regional%20Planning%20Project%20Report%20draft.pdf), National Grid, April 2008, (available at: <http://www.wecc.biz/documents/library/TSS/2008/2008%2003%2025%20TWE%20Regional%20Planning%20Project%20Report%20draft.pdf>).

¹⁴ [Gateway South and Transwest Express Conceptual Technical Report](http://www.wecc.biz/documents/library/TSS/2008/GS%20TWE%20Conceptual%20Technical%20Report.pdf), Black & Veatch, February 2008, (available at: <http://www.wecc.biz/documents/library/TSS/2008/GS%20TWE%20Conceptual%20Technical%20Report.pdf>).

¹⁵ [Annual Planning Report - 2007](http://nttg.biz/site/index.php?option=com_docman&task=cat_view&gid=22&Itemid=31), Northern Tier Transmission Group, April 2008, (available at: http://nttg.biz/site/index.php?option=com_docman&task=cat_view&gid=22&Itemid=31).

¹⁶ [2007 WestConnect Transmission Plan](http://www.westconnect.com/filestorage/WestConnect_Transmission_Plan_FINAL.pdf), WestConnect, January 2005, (available at: http://www.westconnect.com/filestorage/WestConnect_Transmission_Plan_FINAL.pdf).

¹⁷ [TPL - \(001 thru 004\) - WECC - 1 - CR - System Performance Criteria](http://www.wecc.biz/documents/library/Standards/Criteria/TPLstd001-004_4-28-08%20clean.pdf), WECC, April 28, 2008, (available at http://www.wecc.biz/documents/library/Standards/Criteria/TPLstd001-004_4-28-08%20clean.pdf).

16) Describe probable effects on the population in the area, including the social and economic aspects, and the rural lifestyles.

The TWE Project will provide the area population with job opportunities (e.g., construction, operation, maintenance) and increased tax revenues based on the value of the TWE Project's assets. All aspects of the TWE Project's effects on the social, economic, and rural lifestyle that might be affected will be examined in detail in the NEPA review process.

17) Describe likely environmental effects that the proposed project will have on: (a) air quality; (b) visual impact; (c) surface and ground water quality and quantity; (d) the control or structural change on any stream or other body of water;

(e) existing noise levels; and (f) the surface of the land, including vegetation, permafrost, soil, and soil stability.

The TWE Project will be constructed and maintained in accordance with the applicable managing agencies best management practices (BMPs) to minimize or reduce environmental effects. Additionally, site specific mitigation measures will be developed, where necessary, to minimize potential environmental effects to natural and human resources.

(a) Air quality

Construction of the transmission line and substation/converter stations will have relatively short-term and localized effects on air quality in the study area from fugitive dust and emissions from equipment exhaust. Mitigation measures will be implemented to reduce air quality impacts where reasonable and practicable.

(b) Visual impact

Effects on visual resources will result from the visibility of TWE Project facilities (e.g., transmission structures, conductors, and substation/converter stations), vegetation clearing, and ground-disturbing construction activities. Viewers potentially affected by the TWE Project include residences, recreationists, and travelers along roads. Mitigation measures will be implemented to reduce visual impacts where reasonable and practicable.

(c) Surface and ground water quality and quantity

Effects to water resources are anticipated to be minimal. Minimal changes to drainage patterns are expected. Potential effects to surface water will be short-term during construction. Mitigation measures will be implemented to reduce surface and ground water impacts where reasonable and practicable.

(d) The control or structural change on any stream or other body of water

There will be no permanent control or structural change of any perennial stream or other permanent body of water. Where necessary, stream or drainage crossings for construction access will be temporary and will be implemented in accordance with the managing agencies BMPs to minimize or reduce effects. Efforts will be made to place the transmission structures outside perennial streams and all other water bodies. Mitigation measures will be implemented to reduce control or structural change impacts where reasonable and practicable.

(e) Existing noise levels

Noise levels resulting from the TWE Project will be almost entirely due to construction-related activities, which will result in a temporary increase in noise

levels during daytime hours. Measures will be implemented to mitigate potential noise effects to receivers during construction activities. The TWE Project will comply with all local noise ordinances during construction, maintenance, and operation of the transmission line and substation/converter stations. In operation, the noise level of the line and converter station will be mitigated utilizing the industry practice of implementing prudent design modifications. Mitigation measures will be implemented to reduce noise impacts where reasonable and practicable.

(f) The surface of the land, including vegetation, permafrost, soil, and soil stability

For operational safety reasons, any tall vegetation in the transmission line right-of-way will be removed. Impacts to vegetation and soils will be temporary at each transmission line structure, except for the actual location of the transmission structure where vegetation will be removed permanently. There may be additional impacts to vegetation and soils, due to the development of required access roads outside the right-of-way for construction and maintenance of the transmission line, depending on final construction design.

Vegetation and soils disturbance will be minimized, especially in sensitive areas. Overland travel will be used for construction and maintenance, where feasible. As determined during the NEPA review process, where disturbance is required, appropriate restoration measures will be implemented in accordance with the managing agencies BMPs to minimize or reduce effects to vegetation and soils.

- 18) Describe the probable effects that the proposed project will have on (a) populations of fish, plant life, wildlife, and marine life, including threatened and endangered species; and (b) marine mammals, including hunting, capturing, collecting, or killing these animals.**

Potential effects to populations of plant life, wildlife, including threatened and endangered species, will be evaluated in the NEPA review process. Mitigation measures will be developed where necessary to minimize potential environmental impacts.

- 19) State whether any hazardous material, as defined in this paragraph, will be used, produced, transported, or stored on or within the right-of-way or any of the right-of-way facilities, or used in the construction, operation, maintenance, or termination of the right-of-way or any of its facilities.**

No hazardous material will be produced, transplanted, or stored on, or within the right-of-way. Petroleum products, such as gasoline, diesel fuel, and lubricants, will be present on-site during construction. These products will be used to fuel and lubricate vehicles and equipment, but will be contained within fuel trucks or in approved containers. Vehicle-fueling and maintenance activities will not occur in any environmentally sensitive areas. When not in use, such materials will be stored properly to prevent drainage or accidents during TWE Project construction.

Hazardous materials will not be drained onto the ground or into streams or drainage areas. Totally enclosed containment will be provided for all trash. All construction waste, including trash and litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials, will be removed and transported to a disposal facility authorized to accept such materials. Spills are not expected, but, should they occur, will likely be minimal and will be immediately addressed.

Construction, operation, and maintenance activities will comply with applicable federal, state, and local regulations regarding the use of hazardous substances. All potentially hazardous materials will be addressed in the Environmental Impact Statement and the final Plan of Development.

20) Name all the Department(s)/Agency(ies) where this application is being filed.

A majority of the federal lands potentially crossed by the TWE Project are managed by the BLM and the USFS. This right-of-way application is being filed with the BLM Wyoming State Office.

FIGURES 1 - 5

UEPA Initial Permit Application

**FIGURE 1
PROPOSED AND
ALTERNATIVE ROUTES**

Legend

Land Jurisdiction

- Bureau of Land Management
- Indian Reservations
- U.S. Forest Service
- National Park Service
- U.S. Fish & Wildlife Service
- Department of Defense
- Bureau of Reclamation
- Department of Energy
- State Land
- Private Land

State of Arizona

- Proposed Substation (Pending or Proposed)
- State Line Boundary
- Proposed Bridge
- Proposed Access Road
- Alternatives Under Further Consideration
- 4 Mile Wide Corridor Buffer
- Lake Inlet
- Normal Easing Area

Utility Facilities

- Existing Power Plant
- Existing Substation
- 500kV-765kV DC Transmission Line
- 500kV Transmission Line
- 345kV Transmission Line
- 230kV Transmission Line
- 115/138kV Transmission Line

Transmission Easements

- Interstate Highway
- US Highway
- State Highway
- Railroad

Other Features

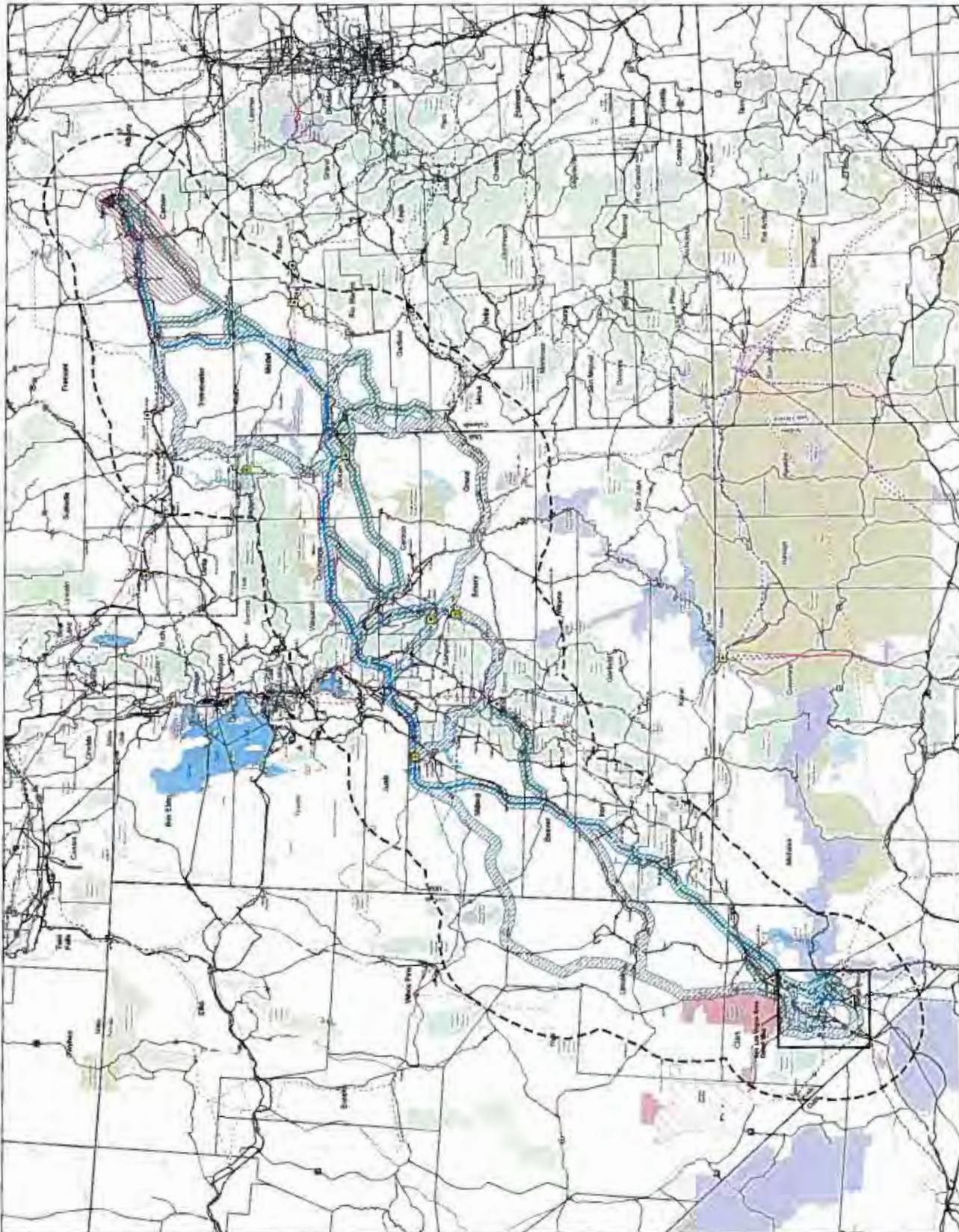
- River or Stream
- Lake, Pond, or Reservoir

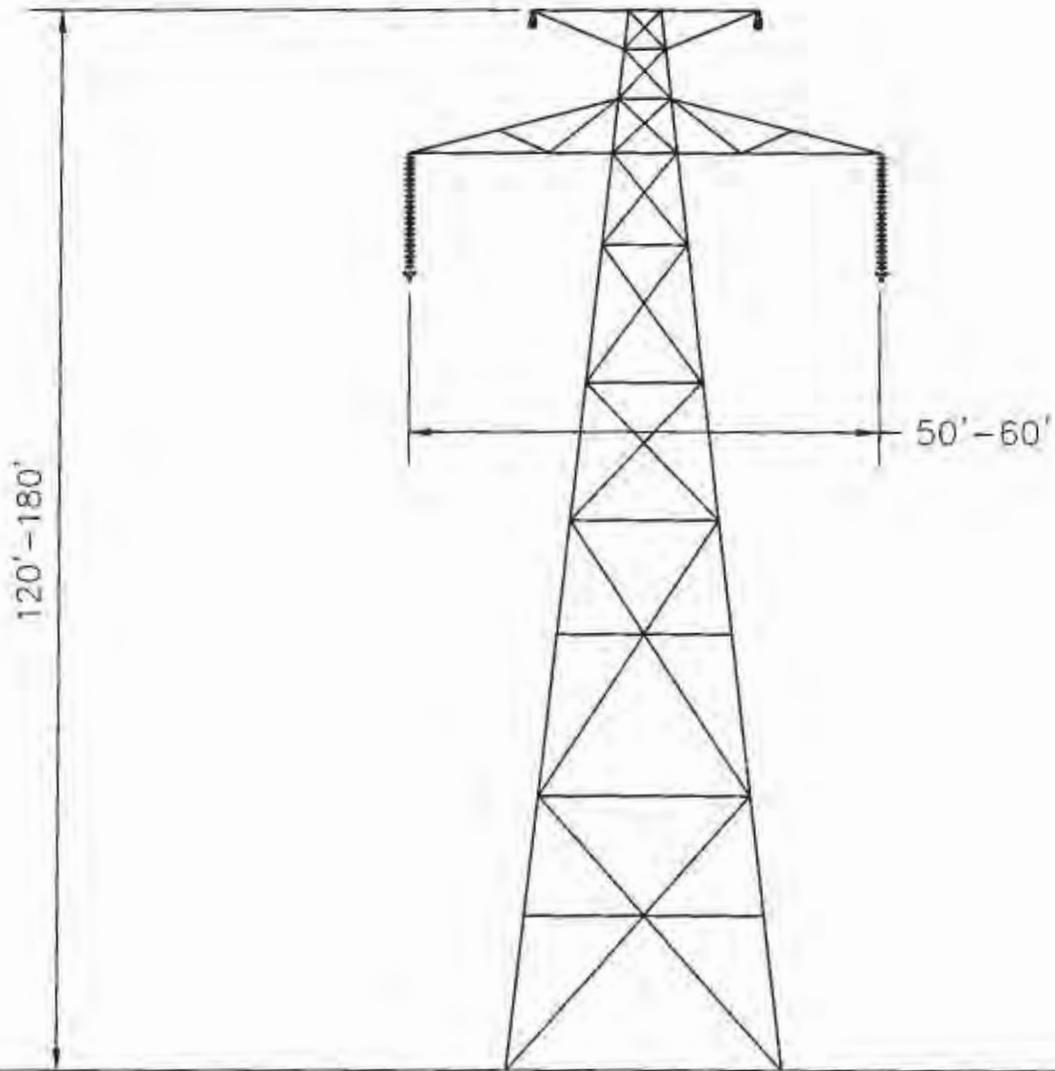
Scale/Notes

Prepared by: [Company Name]
 Date: [Date]
 Project: [Project Name]
 Scale: 1 inch = 10 miles
 North Arrow: [North Arrow Symbol]

Print Date: December 10, 2008

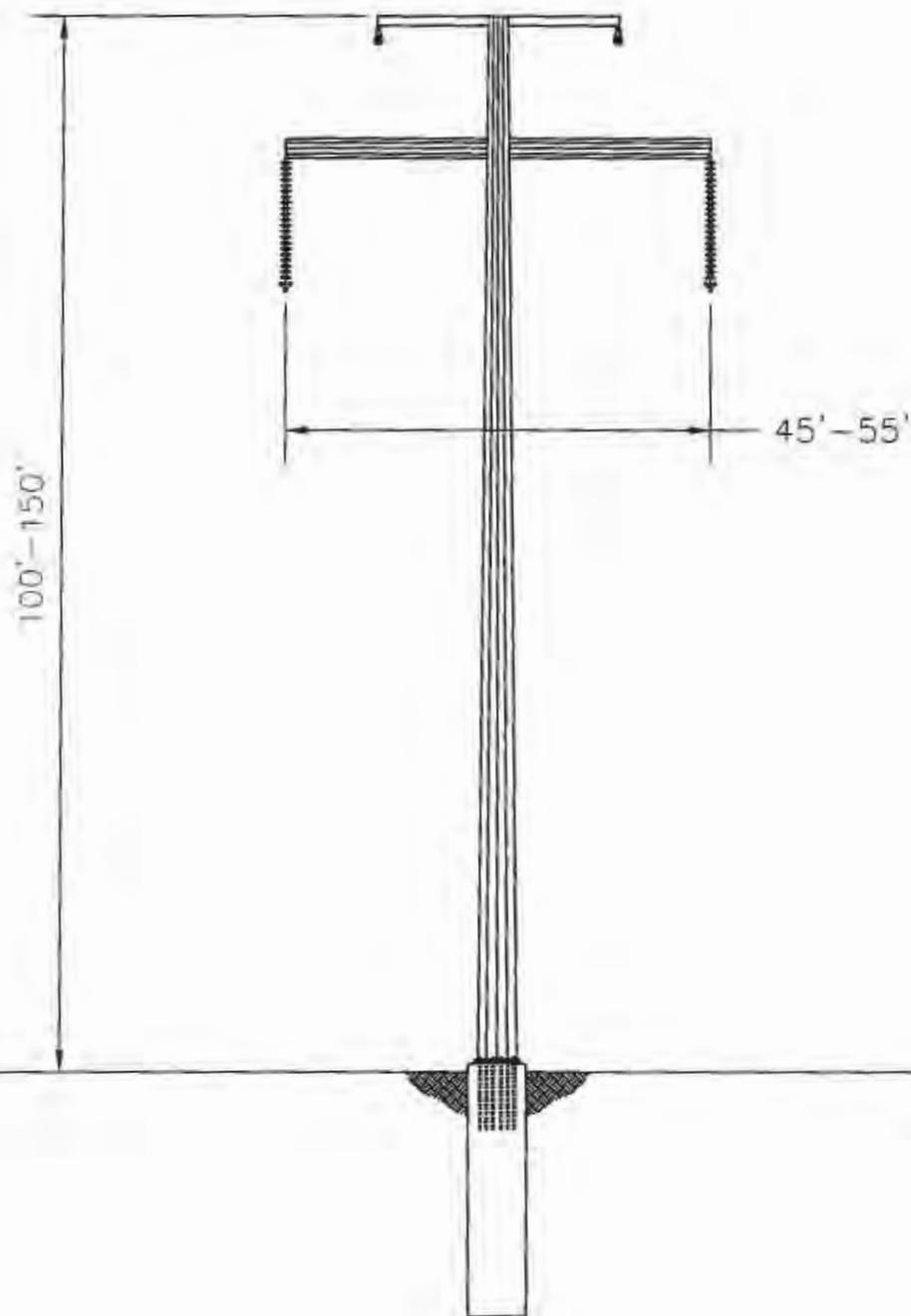
TRANSWEST EXPRESS
TRANSMISSION LINE PROJECT





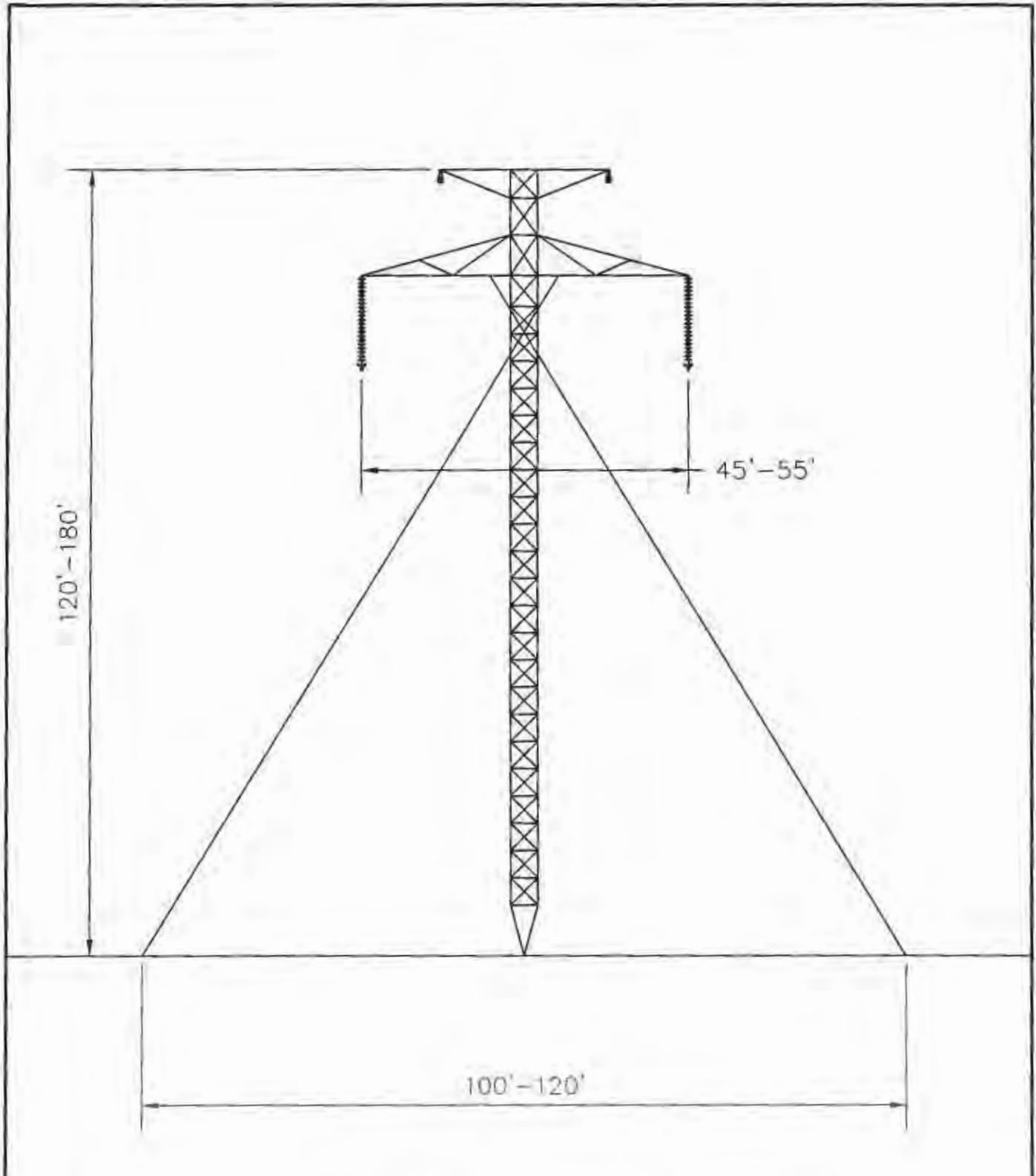
NOTE:
 DIMENSIONS SHOWN ARE FOR ILLUSTRATION PURPOSES ONLY

REFERENCE DRAWINGS	DSGN		 POWER ENGINEERS www.powereng.com	TYPICAL ±600kV DC SELF-SUPPORTING 1-STRING	JOB NUMBER	REV
	DRN				"	△
	CKD					
	SCALE:					
	FOR 8.5x11 DMC ONLY				Figure 3	



NOTE:
DIMENSIONS SHOWN ARE FOR ILLUSTRATION PURPOSES ONLY

REFERENCE DRAWINGS	DSCN		 www.powereng.com	TYPICAL $\pm 600\text{kV}$ DC TUBULAR POLE I-STRING	JOB NUMBER	REV
	DRN					▲
	CKD					
	SCALE:					
						Figure 4



NOTE:
 DIMENSIONS SHOWN ARE FOR ILLUSTRATION PURPOSES ONLY

REFERENCE DRAWINGS FOR 8.5.11 DWG ONLY	DSGN		 POWER ENGINEERS www.powereng.com	TYPICAL ±600kV DC GUYED 1-STRING	JOB NUMBER	REV
	DRN				"	△
	CHKD					
	SCALE:					
					Figure 5	

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BEFORE THE PUBLIC UTILITIES COMMISSION OF NEVADA

In The Matter of the Application of TransWest
Express, LLC for a Permit to Construct the
TransWest Express Transmission Project
Pursuant to the Utility Environmental
Protection Act

Docket No. 09-_____

DRAFT NOTICE
(Applications, Tariff Filings, Complaints, and Petitions)

Pursuant to Nevada Administrative Code ("NAC") 703.162, the Commission requires that a draft notice be included with all applications, tariff filings, complaints and petitions. Please complete and include ONE COPY of this form with your filing. (Completion of this form may require the use of more than one page.)

A title that generally describes the relief requested (see NAC 703.160(4)(a)):

Pursuant to the Nevada Utility Environmental Protection Act, and the provisions of Chapter 704 of the Nevada Revised Statutes and Chapter 703 of the Nevada Administrative Code, TransWest Express, LLC is filing an Initial Application with the Public Utilities Commission of Nevada for a permit to construct and operate a 600 kilovolt extra-high voltage (EHV) direct current (DC) transmission line and ancillary facilities to be known as the TransWest Express Transmission Project (TWE Project).

The name of the applicant, complainant, petitioner or the name of the agent for the applicant, complainant or petitioner (see NAC 703.160(4)(b)):

TransWest Express, LLC
555 17th Street, Suite 2400
Denver, CO 80202

A brief description of the purpose of the filing or proceeding, including, without limitation, a clear and concise introductory statement that summarizes the relief requested

1 or the type of proceeding scheduled AND the effect of the relief or proceeding upon
2 consumers (see NAC 703.160(4)(c)):

3 The TWE Project is a regional transmission project in the western United States
4 designed to provide electrical power in an environmentally responsible manner to the Desert
5 Southwest (DSW) region of the U.S., including markets in Nevada, southern California and
6 Arizona. The TWE Project is a 600kV DC transmission line, which extends approximately 765
7 miles between south central Wyoming and Southern Nevada, 111.5 miles of which will be
8 located in Nevada. The 600kV DC line will connect two new terminal converter stations and
9 will deliver power developed from renewable resources from Wyoming to the growing market
10 demands in the DSW region.

11 The TWE Project would begin at a new terminal converter station in Carbon County,
12 Wyoming, in the vicinity of Rawlins or near Medicine Bow and end in Clark County, Nevada,
13 southwest of Boulder City, near the existing Marketplace Substation.

14 The purpose of and need for the transmission line is to provide the transmission
15 infrastructure and capacity necessary to reliably and cost-effectively deliver approximately
16 3,000 megawatts (MW) of electric power capacity between Wyoming and the DSW region,
17 which for the purposes of the TWE Project consists of the states of Arizona, Nevada, and
18 southern California.

19 The need for the TWE Project is supported by numerous studies that have documented
20 the increase in demand for renewable energy resources within the DSW region. The TWE
21 Project is also consistent with renewable energy standards, commonly referred to as Renewable
22 Portfolio Standards (RPS), which have been adopted by the states of Nevada, Arizona,
23 California and Utah. For purposes of electric supply reliability, the TWE Project will be built in
24 accordance to standards developed and enforced by the North American Electrical Reliability
25 Corporation (NERC) and the Western Electricity Coordinating Council (WECC).

26 Ultimately, the TWE Project will achieve the following goals: 1) allow consumers
27 access to renewable energy sources and contribute to meeting national, regional and state
28 environmental policies, including state mandated renewable portfolio standards and greenhouse

1 gas reduction targets; 2) meet increasing customer demand with improved electrical system
2 reliability and 3) allow consumers access to domestic energy sources.. The project will also
3 provide increased access to the grid for third party transmission users, expand regional
4 economic development through increased employment and enlargement of the property tax base
5 and maintain the standard of living associated with highly reliable electricity service.

6 Currently, the BLM, as the lead federal agency for the EIS, is considering approximately
7 1,110 miles of proposed and alternative routes. Approximately 355 miles of routes (108 for the
8 proposed route and 247 for alternatives) are located in Clark, White Pine and Lincoln Counties,
9 Nevada. The proposed transmission line would enter Nevada in Lincoln County from Utah;
10 heading in a south-southwesterly direction, crossing Lincoln and Clark counties, to a new
11 terminal converter station located in Clark County, the El Dorado Valley southwest of Boulder
12 City, near the existing Marketplace Substation.

13 TWE respectfully requests that the PUC grant to TWE a permit to construct the project
14 in Nevada. TWE will submit an Amended Application to the Commissioner once it receives the
15 final EIS from the BLM.

16 **A statement indicating whether a consumer session is required to be held pursuant**
17 **to Nevada Revised Statute ("NRS") 704.069(1)¹:**

18 A consumer session is not required.

19 **If the draft notice pertains to a tariff filing, please include the tariff number**
20 **AND the section number(s) or schedule number(s) being revised.**

21 Not applicable as this is not a tariff filing.

22
23
24 ¹ NRS 704.069 states in pertinent part:

25 1. The Commission shall conduct a consumer session to solicit comments from the public in any matter
26 pending before the Commission pursuant to NRS 704.061 to 704.110 inclusive, in which:

27 (a) A public utility has filed a general rate application, an application to recover the increased cost of
28 purchased fuel, purchased power, or natural gas purchased for resale or an application to clear its
deferred accounts; and

(b) The changes proposed in the application will result in an increase in annual gross operating revenue,
as certified by the applicant, in an amount that will exceed \$50,000 or 10 percent of the applicant's annual
gross operating revenue, whichever is less.