APPLICATION

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

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

Name: Salt River Project Agricultural Improvement and Power District (SRP)
Address: 1500 North Mill Avenue
Tempe, AZ 85281-1298

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

Name: Grant Smedley, Director, Power Delivery Engineering
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3. State each date on which the Applicant has filed a Ten Year Plan in compliance with Arizona Revised Statutes (A.R.S.) Section 40-360.02 and designate each such filing in which the facilities for which this Application is made were described. If they have not been previously described in a ten-year plan, state the reasons therefore.

In accordance with A.R.S. Section 40-360.02, SRP filed Ten Year Plans each year with the Arizona Corporation Commission (ACC). The Southeast Power Link (SPL) Project (Project) was included in the annual filings since 2014. The Project was initially described as the "Ellsworth Technology Corridor" in SRP's 2014 Ten Year Plan and the name was later changed to the "Mesa Technology Corridor" in SRP's 2017 Ten Year Plan. In the 2018 Ten Year Plan, the name was changed to "Southeast Power Link."

4. Description of the proposed facilities, including:

4.1 Description of electric generating plant.

Not Applicable.

4.2 Description of the proposed transmission lines.

4.2.1 General Description.

4.2.1.1 Nominal voltage for which the lines are designed.

The line is designed for two circuits of a nominal voltage of 230 kilovolts (kV) each.

4.2.1.2 Description of proposed structures.

The Project proposes to use single shaft tubular steel structures (poles). Alternatively, depending on final Federal Aviation Administration (FAA) requirements, SRP may use concrete or wooden poles in an H-frame structure, and/or may construct a portion of the project using two sets of single circuit structures.

4.2.1.3 Description of proposed switchyards and substations.

The proposed RS-31 230/69kV substation will be located on an approximately 40 acre parcel of private land near the east side of the Loop 202 and future State Route (SR)-24 interchange. The facility will include a control room, bus work, circuit breakers, conduits, relaying and communication equipment, 230/69kV transformers, and other related components. The substation will be enclosed by chain link fencing.

4.2.1.4 Purpose for constructing proposed transmission lines.

- The primary purpose of this Project is to enable the growth envisioned in local economic development plans without compromising reliable and cost-effective electric service for existing customers in the region.
- Without upgrades, the existing transmission system in the Project area cannot support SRP's load forecast.
- The projected load will be served through the new planned 230kV transmission line and the RS-31 substation.
- The new 230kV transmission line will connect the existing Santan-Browning 230kV transmission line to the new RS-31 substation and then to the permitted, future Abel-Pfister-Ball 230kV transmission line that will run east-to-west through Queen Creek just south of the Phoenix-Mesa Gateway Airport.

- The new 230kV transmission line and substation will enhance the overall electric system to ensure that SRP can meet future demand, and provide additional capacity and greater reliability.

4.2.2 General Location.

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

The proposed Project is to construct approximately 7 miles of new double-circuit 230kV transmission line that will originate in the north at an interconnection point with the existing Santan-Browning 230kV transmission line in the City of Mesa and terminate in the south at an interconnection point with the permitted, future Abel-Pfister-Ball 230kV transmission line corridor in the Town of Queen Creek. The new RS-31 substation will be constructed at a to-be-determined location within a Substation Siting Area between the two interconnection points. The Project has been divided into four distinct geographic areas: the Northern Routing Area which connects the existing Santan-Browning 230kV transmission line in the north to the RS-31 Substation Siting Area to the south; the RS-31 Substation Siting Area which consists of approximately 226 acres on the east side of the Loop 202/SR-24 interchange; the Central Routing Area which follows the future SR-24 to the southeast from the RS-31 Substation Siting Area; and the Southern Routing Area which connects the proposed transmission line along the future SR-24 to the permitted, future Abel-Pfister-Ball 230kV transmission line to the south.

4.2.2.2 Straight-line distance between such geographic points.

The straight-line distance between the interconnection point with the existing Santan-Browning 230kV transmission line and the interconnection point with the permitted, future Abel-Pfister-Ball 230kV transmission line is approximately 6 miles.

4.2.2.3 Length of the transmission line for each alternative route.

Proposed Alignment:

<u>Northern Alignment</u>:

Loop 202 Proposed Alignment – P1 – P3 – 1.55 miles (east side of Loop 202) to 1.67 miles (west side of Loop 202).

Central Alignment:

SR-24 Proposed Alignment – P5 – P6 – 2.08 miles (north side SR-24) to 2.55 miles (south side of SR-24). If it is determined to be reasonably feasible, the transmission line would be constructed on the south side of SR-24. The feasibility of an alignment along the south side of SR-24 is contingent upon FAA approval.

Southern Alignment:

Crismon Road Proposed Alignment – P6 – P14 – 2.11 miles.

4.2.3 Detailed Dimensions.

4.2.3.1 Nominal width of Right-of-way (ROW) required.

Depending on final configuration, the ROW width will be between 100 and 205 feet.

4.2.3.2 Nominal length of span.

Span length is the distance between each pole. The nominal length of span may vary from approximately 300 feet to 700 feet depending on numerous factors. Spans may be shorter to meet FAA requirements.

4.2.3.3 Maximum height of supporting structures.

The nominal height of these structures would be approximately 100 to 170 feet. Pole heights may be lower to meet FAA requirements. The maximum height of supporting structures would not exceed 199 feet.

4.2.3.4 Minimum height of conductor above ground.

The minimum height of the 230kV conductor above existing grade would be 22 feet. The average height above existing grade would be 35 feet, assuming standard construction.

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

Proposed Alignment:

Northern Alignment:

Loop 202 Proposed Alignment – P1 – P3 – $9.7 million (east side of Loop 202) to $12.3 million (west side of Loop 202).

RS-31 Substation Siting Area:

Approximately 40 acres – $22.9 million.

Central Alignment:

SR-24 Proposed Alignment – P5 – P6 – $13.6 million (south side of SR-24) to $14.0 million (north side of SR-24).

Southern Alignment:

Crismon Road Proposed Alignment – P6 – P14 – $10.7 million.

4.2.5 Description of the proposed route and substation locations.

Proposed Alignment:

Northern Alignment

Loop 202 Proposed Alignment

Starting at the existing Santan-Browning 230kV transmission line, at the intersection with Loop 202, the Proposed Alignment travels south along either the east or west side of Loop 202 to the RS-31 Substation Siting Area (P1 – P3). The Proposed Alignment would cross Sections 9, 16, and 21, within Township 1 South, Range 7 East. The Proposed Alignment total length is 1.55 miles (east side of Loop 202) to 1.67 miles (west side of Loop 202).

RS-31 Substation Siting Area

The RS-31 Substation Siting Area is generally located on the eastern side of the Loop 202/SR-24 interchange in Section 21, Township 1 South, Range 7 East. The RS-31 Substation Siting Area encompasses 226 acres, of which approximately 40 acres would be required for the new RS-31 substation.

Central Alignment

SR-24 Proposed Alignment

From the RS-31 Substation Siting Area, the Proposed Alignment travels southeast along either the north or south side of the future SR-24 to an intersection with Crismon Road (P5 – P6). The Proposed Alignment would cross Sections 21, 27, 28, and 34, within Township 1 South, Range 7 East. The Proposed Alignment total length is 2.08 miles (north side of SR-24) to 2.55 miles (south side of SR-24). As previously stated, if reasonably feasible, the transmission line would be constructed on the south side of SR-24.

Southern Alignment

Crismon Road Proposed Alignment

Starting at the intersection of the future SR-24 and Crismon Road, the Proposed Alignment travels south along Crismon Road for 2.11 miles to an interconnection point with the permitted, future Abel-Pfister-Ball 230kV transmission line (P6 – P14). The Proposed Alignment would cross Sections 34 and 35 in Township 1 South, Range 7 East, and Sections 2, 3, 10, and 11 in Township 2 South, Range 7 East. The Proposed Alignment total length is 2.11 miles.

4.2.6 Land Ownership

All lands crossed by the Proposed Alignment are under private ownership or are owned by the Arizona State Land Department (ASLD). No Federal lands would be impacted by the Proposed Alignment or substation.

5. Jurisdiction.

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

The proposed transmission line would be constructed within the jurisdictions of the City of Mesa, Town of Queen Creek, and Maricopa County.

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

Not Applicable.

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

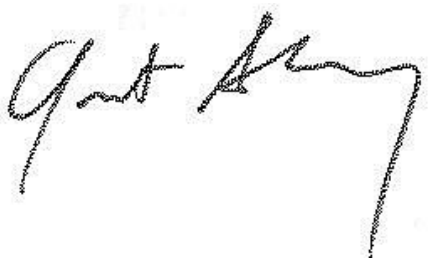
ENValue has conducted environmental studies, including field studies and routing analyses, to support this Application. Potential environmental effects of construction and implementation of the Project are included in the exhibits to this Application. In the information included in these exhibits, an analysis of aviation issues related to the Project has been provided (See **Exhibit B-1**). In addition, a Class I Previous Cultural Resources Records Review has been provided (See **Exhibit E-1**). Prior to construction, the Applicant will conduct a Class III pedestrian survey for disturbed areas of the certificated alignment not previously surveyed.

7. Rationale for route selection/preference.

The Proposed Alignment described in this Application was selected and supported by environmental studies, public input and electrical system planning. Advantages of this alignment include the following:

- The Project would be constructed parallel to existing and planned linear features, such as existing and future freeways, and existing transmission lines, to the extent feasible.
- Existing access roads would be utilized to the extent feasible. No new road construction is anticipated.
- No significant effects to special status species or unique habitats are anticipated to occur from the construction and operation of the Project.
- No unmitigated effects to archaeological or historic sites are anticipated to occur from the construction and operation of the Project.
- No significant effects regarding audible noise, communications signals, and electric and magnetic fields are anticipated to occur with construction and operation of the Project.

Based on the information provided above, SRP hereby affirms, upon thorough expert scientific environmental evaluation and analysis, that the Project is environmentally compatible and respectfully requests the Siting Committee issue a CEC, with a term of 10 years.

By: 

Grant Smedley
Director, SRP Power Delivery Engineering

ORIGINAL and 25 copies of the foregoing hand delivered and filed with the Director of Utilities, Arizona Corporation Commission, this 1st day of August, 2018.