

# QBR Follow Up November 2013

## Follow Up from Slide 45

This table shows the number of investments that were nominated in this year's prioritization process. It does not reflect the final number of investments and associated costs that we will be proposing in the CIR.

Expansion-type investments that were nominated	Number of investments	Investment cost range*	
Assessed and evaluated in this prioritization cycle	26	\$292-476	
Deemed too early or too late to assess costs and benefits	14	\$723-1,057	Includes I-5 Corridor project (\$440-528) and Boardman to Hemingway project (\$250-400)
Cancelled, combined with other project(s), deferred beyond FY 2017	11		
Total nominations received	51		
Expansion-type investments already in flight			
Grandfathered; counts investments \$3M and above only	36	\$240	Incremental costs, from FY 2015 on

\* Amounts shown are direct capital costs only.

## What Statute Limits BPA from Issuing Debt in the Market?

- BPA does not have specific statutory authority that allows it to issue bonds in BPA's name directly to the public market.
- Under Section 838k(a) of the Federal Columbia River Transmission System Act, the Administrator is authorized to issue and sell bonds to the Secretary of Treasury to implement BPA's authority and that amount is capped at \$7.7 billion.

## Montana to Washington: What is the basis or reason behind the M2W project? Is it TSRs?

- Yes, the TSRs are the driving reason behind this project and were initiated through the 2010 Network Open Season. They total 494 MW and were received from Gaelectric, Powerex and Avista. The major portion of that was from Gaelectric, who requested transmission covering West of Garrison and the eastern part of BPA's network. Please note that at this point BPA is only committed to the environmental review process and has not made a determination of whether to build or not. For more detailed information surrounding the NOS 2010 decisions, please view the materials at this location:

<http://www.bpa.gov/transmission/CustomerInvolvement/NOS/NOS2010/Pages/default.aspx>

## **Pacific Direct Current Intertie (PDCI): Have the Southern California Partners decided to upgrade their portion of the DC line?**

- To date, the Southern California Partners have made no decision to upgrade their line segment. Their current line capacity over that segment is sufficient to carry the planned 3220 MWs of transmission. The BPA segment will be upgraded to serve the full 3800MWs of transmission from the Celilo Converter Station, should that transfer capacity be required in the future. Although not related to any line work, Los Angeles Department of Water and Power is currently pursuing a contract that will upgrade its system controls at Sylmar, however as of this date there has been no award.