

**Transmission Business Policy EIS**  
**February 26, 2004**  
**Boise, Idaho**

**Comments Recorded on Flipcharts:**

- Non-wires/constrained paths in Idaho would BPA help fund generation facilities to help relieve constraints? Would BPA consider a 5-megawatt generation facility?
- Distributed generation, how does it help BPA transmission?
- Assuming system is at its limit there is no gain until generation exceeds load.
- Partnerships to develop generation to take strain off. Crediting system for deferred transmission.
- Incentive for metering- currently not enough benefit to offset costs.
- How far out is G-19?
- Why are you doing this process now?
- Are we playing catch up to RTO and SMD?
- BPA spends a lot of time and resources on policy development that once determined can change.
- After BPA sets a policy- utilities/customers make long-term commitments that could be impacted by a sudden change in policy.
- Assuming our RTO happens how fast will it take over the grid?
- Are there any State/Federal laws that are in the works that may make siting transmission lines easier?
- Nobody illustrated which way the power is expected to go on the constrained paths- isn't it heading west? (Direction of flow)
- Political problems (NIMBY of Westside users)
- The projects going through pristine areas are for west side users.
- Political box is on I-5 corridor (where the load is).
- GTAs (General Transfer Agreements) - avoided capital (\$900 million), and operating costs (\$30-40 million/year) BPA should acknowledge and guarantee equal service/treatment for these customers.
- RTO should not disadvantage GTA customers.
- Incentives to site generation to relieve pressure on constrained paths (no equivalent for PURPA tool in public power).
- Does distributed generation or IOU system also provide relief/ or benefits to BPA and it's customers.
- Partnerships (BPA and customers in Idaho) to site generation to relieve constraints.
- Incentives for metering devices for shedding load.
- Implications of BPA policy choices on utilities.
- Siting issues- reliability versus impacts.
- Political base influences transmission construction.
- Treaty/Trust + weight 3,000 member tribe & whole state of Idaho weighed extremely heavy on tribal side and it should not be.
- Can Transmission Business Policy Environmental Impact Statement resolve GTA?
- Nail down GTA issue before RTO is reality.
- Believe that GTA is TBL issue.

- The planning/operation is a regional issue not just BPA- impacts are far reaching.
- Customer obligations (BPA's obligation to serve the customer) should be purpose.
- One of BPA's goals should be to service the customer.
- GTAs- is it PBL or TBL and if PBL will we dismiss comments on GTAs in this process because it's TBL- will we include GTAs in this document?
- GTAs are part of the existing AE environment- what are the obligations?
- Need to get GTA issue nailed down before an RTO is formed.