



# Project Fact Sheet

## Hemingway Transmission Station

### Project Need

The Treasure Valley electric load – or demand on the system – increases by about 50 megawatts annually. That's equal to adding a city more than two and one-half times the size of Homedale to the valley each year. Growth rates like these are straining Idaho Power's infrastructure. Under present conditions, our transmission capabilities to bring power into the Treasure Valley occasionally reach full capacity.

As a transmission provider, Idaho Power has the obligation to plan and construct transmission facilities to ensure reliable electric service to its customers. The proposed Hemingway Transmission Station project will initially help meet these projected electrical demands by enabling Idaho Power to tap off PacifiCorp's existing Midpoint—Summer Lake 500 kV transmission line to deliver power from outside the valley. The primary purpose of this transmission station would be to convert 500 kV electricity to 230 kV for transmission into the Treasure Valley via Idaho Power's Bowmont Substation in Canyon County. This will improve the overall reliability of our existing transmission system. At complete buildout, this station would also serve as the Idaho terminal connecting a 500 kV transmission path between Oregon and Montana via southern Idaho.

### Station Details and Schedule

The proposed Hemingway Transmission Station site is located approximately 10 miles southwest of Melba near the Wilson Creek Cemetery off Highway 78. The station will be served from PacifiCorp's existing 500 kV transmission line adjacent to the southwest corner of the proposed station location. This line currently extends from the Midpoint Transmission Station southeast of Shoshone, Idaho to Summer Lake, Oregon.

The fenced portion of the station will include 500 kV-to-230 kV transformers, switching equipment, associated overhead metal bus work, control building, communications facilities and microwave tower. This fenced area will be sufficient in size to meet immediate and future expansion needs of the station and will occupy approximately 70 acres of land. Additional land surrounding the station area will be acquired to provide adequate access corridors to and from the station. The current plan is to complete the initial construction and have the station in service by June 2010.

### Project Schedule

Public Meetings	Jan – June 2008
Acquire Easements	June 2008 – Nov 2009
Final Engineering Design	June – Dec 2009
Construction	Jan – June 2010
Station in-service	June 2010

### Questions? Comments?

If you have questions about the project, or have information you wish to be considered, please contact:

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