Alberhill System Project Data Gap Requests 11/28/12

DG#	Resource Area / Topic	Source / PEA Page	Data Gap Question	Request Date	Reply Date	Status	Notes
14.12	Project Description	SCE Project Update Meeting with CPUC and Follow-Up Emails (August/ Sept. 2012)	1. Discuss all project modifications anticipated to be proposed by SCE for Valley–Ivyglen Project components that would be shared by components of the proposed Alberhill System Project (e.g., Alberhill System Project 115-kV Segment 2 (see attached map of 115-kV segments), Discuss the timing of submission of requests for Valley–Ivyglen Project modifications including anticipated Petitions for Modification to the CPUC. 2. Discuss SCE's current plans for next steps associated with Valley–Ivyglen Phase I and Phase II and where changes to the approved alignment of the Valley–Ivyglen 115-kV Transmission Line may be required that may also require revision to the proposed Alberhill System Project 115-kV alignments. 3. Discuss SCE's current construction schedule for the Valley–Ivyglen 115-kV Transmission Line. It is the CPUC's understanding that Phase I of the line (roughly east of State Route 74) may be proposed for start of construction by SCE prior to Phase II (roughly west of State Route 74).	10/05/12	11/05/12	Incomplete (additional request)	—
14.12.1	Project Description	Response to Data Request 14.12	The CPUC expects complete responses to the following data requests within 10 business days (by 12/13/12) and, depending on the contents of the responses, may request a follow-up call with SCE. 1a. Explain to what extent the proposed Alberhill Substation would be useful without completion of the Valley–Ivyglen 115-kV Subtransmission Line. It is not clear to the CPUC if or how operation of Alberhill Substation would be limited if the proposed substation is completed prior to construction of the double-circuit and single-circuit sections of the Valley–Ivyglen 115-kV Subtransmission Line that would connect to Alberhill Substation (i.e., three of the five 115-kV lines initially proposed to exit the substation). 1b. It is the CPUC's understanding that to create and separate the proposed Alberhill 115-kV System from the Valley South 115-kV System, an operational Valley–Ivyglen 115-kV Subtransmission Line is required. Discuss this assumption, and	11/28/12		NEW	Three attached figures

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			provide a system diagram similar to the attached for the scenario under which the proposed Alberhill Substation is operational, and Valley–Ivyglen 115-kV Subtransmission Line has not been completed. 1c. Without an operational Valley–Ivyglen 115-kV Subtransmission Line, which substations, if any, could be transferred to the proposed Alberhill Substation, and which substations would remain connected to Valley Substation? 2a. Define and clearly explain the current operating status of Fogarty Substation. It is the CPUC's understanding that Fogarty Substation is operational but either not fully energized or not currently capable of serving all of the loads for which it was designed. 2b. Discuss the effect on Fogarty Substation's operational status resulting from the lack of an operational Valley Ivyglen 115-kV Subtransmission Line. 3. Confirm that modifications to the Fogarty–Ivyglen 115-kV Subtransmission Line are expected to be proposed in 2013. It is the CPUC's understanding that construction work on this segment of the Valley–Elsinore–Fogarty–Ivyglen 115-kV Subtransmission Line is not part of the Valley–Ivyglen 115-kV Subtransmission Line Project.				
14.12.2	Project Description	Response to Data Request 14.12	The CPUC expects complete responses to the following data requests within 10 business days (by 12/13/12) and, depending on the contents of the responses, may request a follow-up call with SCE. 4a. System diagrams submitted by SCE for the Alberhill System Project confirm that five 115-kV lines would exit the proposed Alberhill Substation. Two would go to Ivyglen Substation, two would go south toward Elsinore Substation and Skylark Substation, and one would head in the direction of Valley Substation. Refer to the attached figure (labeled 2-7a), which was created based on GIS data provided by SCE. Confirm that the existing (green) single-circuit 115-kV Valley–Elsinore–Ivyglen line is shown on the wrong side of the road immediately south of the proposed Alberhill Substation site.	11/28/12		NEW	Two attached figures

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			4b. In addition to the two poles proposed on each side of the I-15 crossing located immediately southwest of the proposed Alberhill Substation site, describe reconductoring (if any) that would occur across I-15 at this location. Would a double-circuit 115-kV line be installed (i.e., reconductoring) across I-15 at this location as part of the Alberhill System Project that would replace a segment of the single-circuit 115-kV line? It is the CPUC's understanding that the two poles would be installed as part of the Alberhill System Project and not as part of Valley–Ivyglen line construction. If not, please explain. See also Alberhill PEA p. 3-11, which states that the modification of existing 115-kV facilities would include replacing two existing poles with new poles at an existing I-15 freeway crossing. 4c. Depending on the response to Data Request 4b, it may be necessary update the visual simulation provided by SCE (see attached) 4d. Confirm whether the black-and-white dashed line adjacent to the proposed Alberhill Substation's southern boundary should be listed as a double-circuit 115-kV line or whether a segment of the existing (green) single-circuit 115-kV Valley–Elsinore–Ivyglen line would be reconductored to have two circuits from Alberhill Substation southwest and across I-15.				