

POWERLINK STATEMENT 2-25-08  
Randolph S. and Barbara G.P. Lenac  
2627 Cameron Truck Trail  
Campo, CA 91906  
(619)478-5403

THE PROPOSED EIR IS WHOLLY INADEQUATE ON MANY LEVELS FROM THE PERSPECTIVE OF ENVIRONMENTAL JUSTICE AND IT OUR HOPE THAT YOU WILL SEE THAT JUSTICE IS SERVED AS THIS PROCESS WINDS ITS WAY TO CLOSURE.

FIRST, I WOULD LIKE TO ADDRESS ENVIRONMENTAL JUSTICE FROM A REGIONAL PERSPECTIVE. THE FUTURE POWER NEEDS OF SAN DIEGO COUNTY ARE PRIMARILY WITHIN THE URBAN COASTAL REGION THAT IS FOR THE MOST PART AFFLUENT, DENSELY POPULATED, AND WELL REPRESENTED WHEN COMPARED TO EAST SAN DIEGO COUNTY WHICH TENDS TO BE POORER, SPARCELY POPULATED, AND UNDER REPRESENTED. IT WOULD BE UNCONSCIENABLE TO PLACE THE PRIMARY BURDEN OF YET ANOTHER POWER LINE UPON THESE EAST COUNTY RESIDENTS WHO STAND TO RECEIVE NO TANGIBLE BENEFIT AS LONG AS THERE ARE OTHER VIABLE OPTIONS AVAILABLE. NON-WIRES OR LEAPS OPTIONS ARE THE ENVIRONMENTALLY JUST OPTIONS.

SECOND, WE WOULD LIKE TO ADDRESS ENVIRONMENTAL JUSTICE FROM A SUB-REGIONAL PERSPECTIVE. IF FOR SOME REASON THERE MUST BE ANOTHER POWERLINE, THEN THE SOUTHERN OPTION IS THE WORST TRAVESTY BECAUSE IT CLEARLY TARGETS THE POOREST COMMUNITIES OF SAN DIEGO COUNTY. THE I-8 CORRIDOR/MODIFIED ROUTE D ALTERNATIVE TRAVERSES JACUMBA, BOULEVARD, CAMPO, AND POTRERO AS WELL AS THREE OF THE POOREST INDIAN RESERVATIONS (CAMPO, LA POSTA AND MANZANITA) IN SAN DIEGO COUNTY. THESE POOR AND MINORITY COMMUNITIES ALREADY STRUGGLE WITH THE UNMITIGATED IMPACTS OF THE SOUTHWEST POWERLINK AND INTERSTATE 8. ADDING ANOTHER POWERLINE FOR THE PRIMARY BENEFIT OF AFFLUENT COASTAL COMMUNITIES WHEN THERE ARE ALTERNATIVES AVAILABLE IS AN UNFAIR BURDEN TO THESE POOR, MINORITY COMMUNITIES. THIS INJUSTICE IS FURTHER MAGNIFIED BY THE FACT THAT THE SOUTHERN OPTION WAS ORIGINATED BY THE U.S. FOREST SERVICE FOR THE EXPRESS REASON OF AVOIDING THE CLEVELAND NATIONAL FOREST. HERE WE HAVE A CASE WHERE THE FULL POWER OF THE FEDERAL GOVERNMENT HAS INJECTED ITSELF INTO THIS EQUATION, AGAIN AT THE EXPENSE OF POOR AND MINORITY RESIDENTS OF SOUTH EASTERN SAN DIEGO COUNTY.

FINALLY, I WOULD LIKE TO ADDRESS THE ISSUE OF ENVIRONMENTAL JUSTICE FROM A PRIVATE PROPERTY PERSPECTIVE. THERE ARE LITERALLY HUNDREDS OF PRIVATE, TAXPAYING LANDOWNERS WHO FIND THEMSELVES IN THE DIRECT ROUTE OF THE SOUTHERN OPTION WHO HAVE RECEIVED LIP SERVICE IN THE EIR REGARDING THE UNMITIGATABLE IMPACT ON THEIR PRIVATE PROPERTIES. WHEREAS, FEDERAL AND STATE GOVERNMENT AGENCIES SEEM TO HAVE HAD A "PLACE AT THE TABLE" IN DETERMINING THE ENVIRONMENTAL IMPACT ON PUBLIC LANDS, THE PRIVATE LAND OWNERS ARE LEFT TO FEND FOR THEMSELVES. THE **PUBLIC** UTILITY COMMISSION IS RESPONSIBLE FOR LOOKING OUT FOR THE **PUBLIC'S** INTEREST AND SHOULD FIRST AND FOREMOST CONSIDER BUILDING ANY PROPOSED POWERLINE ON **PUBLIC** LAND VERSUS PRIVATE LAND. OUR RANCH IS A PRIME EXAMPLE. THERE IS A GREAT OPPORTUNITY TO CORRECT THIS SITUATION. THE CAMPO KUMEYAAY NATION HAS NOW OFFICIALLY OPPOSED THE SOUTHERN OPTION THAT FOLLOWS I-8 THROUGH THEIR RESERVATION. THIS TRIGGERS A CLAUSE IN THE EIR TO USE THE BCD ROUTE THAT GOES UP AND AROUND THE NORTH SIDE OF THE THREE INDIAN RESERVATIONS. DESPITE THIS LENGTHLY WORK AROUND, THE EIR STILL PROPOSES BRINGING THE POWERLINE BACK DOWN AND RE-CONNECTING TO THE MODIFIED ROUTE D ALTERNATIVE SO THEY CAN AVOID THE CLEVELAND NATIONAL FOREST. IF THERE MUST BE A SOUTHERN POWERLINE, THE RIGHT AND JUST DECISION WOULD BE TO FOLLOW THE ORIGINAL PROPOSED BCD ROUTE THROUGH THE CLEVELAND NATIONAL FOREST AND AVOID THE HUNDREDS OF PRIVATE LANDOWNERS IN CAMPO, POTRERO, AND JAPATUL VALLEY AS WELL AS SAVE THE RATEPAYERS MILLIONS OF DOLLARS WITH A LONG POWERLINE THAT AVOIDS THE CLEVELAND NATIONAL FOREST, BUT COMES PERILOUSLY CLOSE TO THE EXISTING SOUTHWEST POWERLINK.

YOUR HONOR, OUR REQUEST IS THAT YOU MAKE SURE THAT THE FINAL DECISION TAKES INTO ACCOUNT ENVIRONMENTAL JUSTICE FOR THE UNDER REPRESENTED IN SAN DIEGO COUNTY.

March 20, 2008

CPUC/BLM  
C/o Aspen Environmental Group  
235 Montgomery Street, Suite 935  
San Francisco, CA 94104-3002

Subj: Draft EIR/EIS and Proposed Land Use Amendment for Sunrise Powerlink Project

Dear Sir or Ma'am,

My name is Randolph S. Lenac—Randy to my friends. My wife Barbara and I own a 200 acre horse and cattle ranch located at 2627 Cameron Truck Trail, Campo, CA 91906. You can reach us at (619)478-5403. This comment specifically addresses the Modified Route D Alternative portion of the EIR Southern Route. Presently, this route is scheduled to dissect our property and severely impact us and our neighbors.

At the very beginning of this project the Modified Route D Alternative proposal from the U.S. Forest Service was to follow the existing SDG&E 69kv line that runs through public land to the west of our property. After the initial comment period a new route was proposed in the remote valley east of our ranch. This option appears on earlier maps as the Modified Route D Alternative La Posta Road Option. Although none of us want to see the Sunrise Powerlink come through this area, if it must my wife and I as well as our neighbors who are all adversely affected would prefer to see it in this relatively remote valley and entirely on public land. Unfortunately, the U.S. Navy is in the process of withdrawing this land from the public domain and does not want it either. When I asked why it shifted west in the EIR to dissect my property and the property of my neighbors I was told that the Navy was concerned about the power lines interfering with "tactical helicopter operations." I found this comment to be quite disingenuous because when the Navy held their scoping hearings a few years back, Mr. Doug Hucker was quite clear that they did not intend to increase their helicopter operations above the rare VIP or medevac flights that we presently experience. Increased tactical helicopter operations are not part of the training the Navy plans to conduct at the La Posta Mountain Warfare Training Facility either now or in the future.

At the Powerlink workshop in Pine Valley on January 31, 2008 I brought this apparent contradiction to the attention of Susan Lee and Billie Blanchard. Susan advised me to contact the Navy directly and see if I could work it out. I contacted the Navy and set up a meeting with Scott Penwell, Environmental Program Manager for Naval Special Warfare Command on February 7, 2008. Scott and an associate came to my home and we did a map analysis and talked about the contradiction regarding the level of helicopter operations. I informed Scott that I had been told that Navy pilots had told the PUC that they objected to locating the power lines along the route of the proposed La Posta Road option because it would interfere with tactical helicopter operations that were planned. Furthermore, I was told that they would be regularly ferrying personnel from Camp Morena on a flight path directly over my ranch. Scott Penwell informed me that this was not true and that the Navy did not intend to conduct helicopter operations above what was originally announced at their scoping hearings. He provided me with a copy of the Final La Posta Mountain Warfare Training Facility Environmental Assessment which confirms

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that helicopter operations are intended to remain low, comprised primarily of VIP and medevac flights. He added that the Navy was primarily concerned about the impact of the proposed La Posta Road Option cutting through the one area of their newly acquired land that they can use for constructing a training facility. Apparently environmental impacts severely restrict building facilities on most of the new land. I have depicted the Primary Navy Training Area on the enclosed map in a dashed blue line. We also talked about the potential impact of the power lines on land navigation. I am a veteran of 27 years in the U.S. Marine Corps and very familiar with land navigation. These power lines will be able to be used as reference points for land navigation whether they are located in the back valley or along the currently proposed route, because they will still be visible. Furthermore, the Navy's existing microwave tower is like a beacon for everyone in the area to use as a reference point for land navigation, so his Seals already have a land navigation tool available and don't need the power lines. He agreed that the impact on land navigation would probably be minimal.

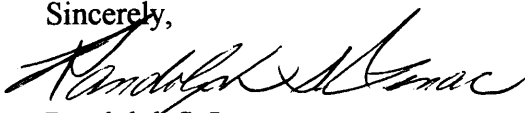
We then proceeded to walk to the back of my property and do a reconnaissance of the actual impacted area. He pointed out the relatively small area that they consider vital to their training mission and I acknowledged that the La Posta Road option would adversely impact their mission. However, we all agreed that moving the originally proposed La Posta Road option slightly west to get it out of the valley floor could work for all parties. All in all it was a productive meeting and I believe that we have found an optimal solution for all concerned.

As a result of this meeting, I have enclosed a recommended revision to the Modified Route D Alternative route. The "**Lenac Proposal**" avoids the Primary Navy Training Area that Scott pointed out when we walked the area. It also creates access roads (depicted in red) along the existing La Posta Truck Trail that connects to La Posta Road. Scott indicated the Navy also desires to use the La Posta Truck Trail for access to their training facility in this otherwise remote valley. Finally, the "**Lenac Proposal**" (**depicted in black on the enclosed map**) recommends that the power lines that traverse this Navy training space be constructed using the reduced height, single poles in order to further reduce any possible adverse impact in the event of a future medevac helicopter flight into this remote valley. This section of the proposed line is designated with a dashed black line.

My wife and I and our neighbors sincerely hope that the PUC does not select the Southern Option, but if it must we could better live with the "**Lenac Proposal**." The current Modified Route D Alternative depicted in blue severely impacts several private land owners, and creates an unlivable situation that can easily be avoided by optimizing the location of the power lines.

Thank you for your time and consideration.

Sincerely,



Randolph S. Lenac

Copy to:

Scott Penwell; Dr. Rick Reese; Joe Sayatovich

EIR MODIFIED ROUTE V. ALT.

LA POSTA TRUCK TRI

LENAC PROPOSAL

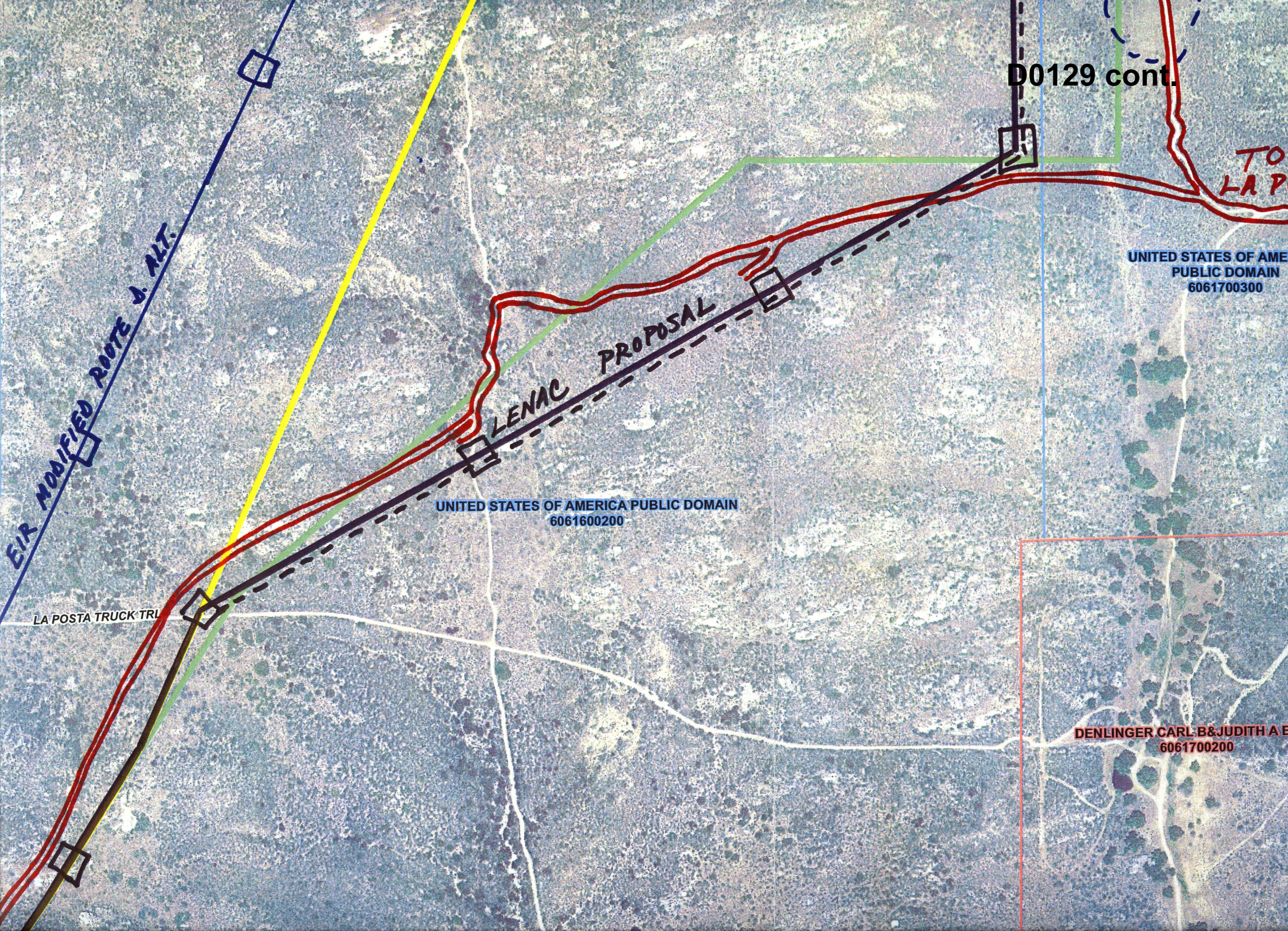
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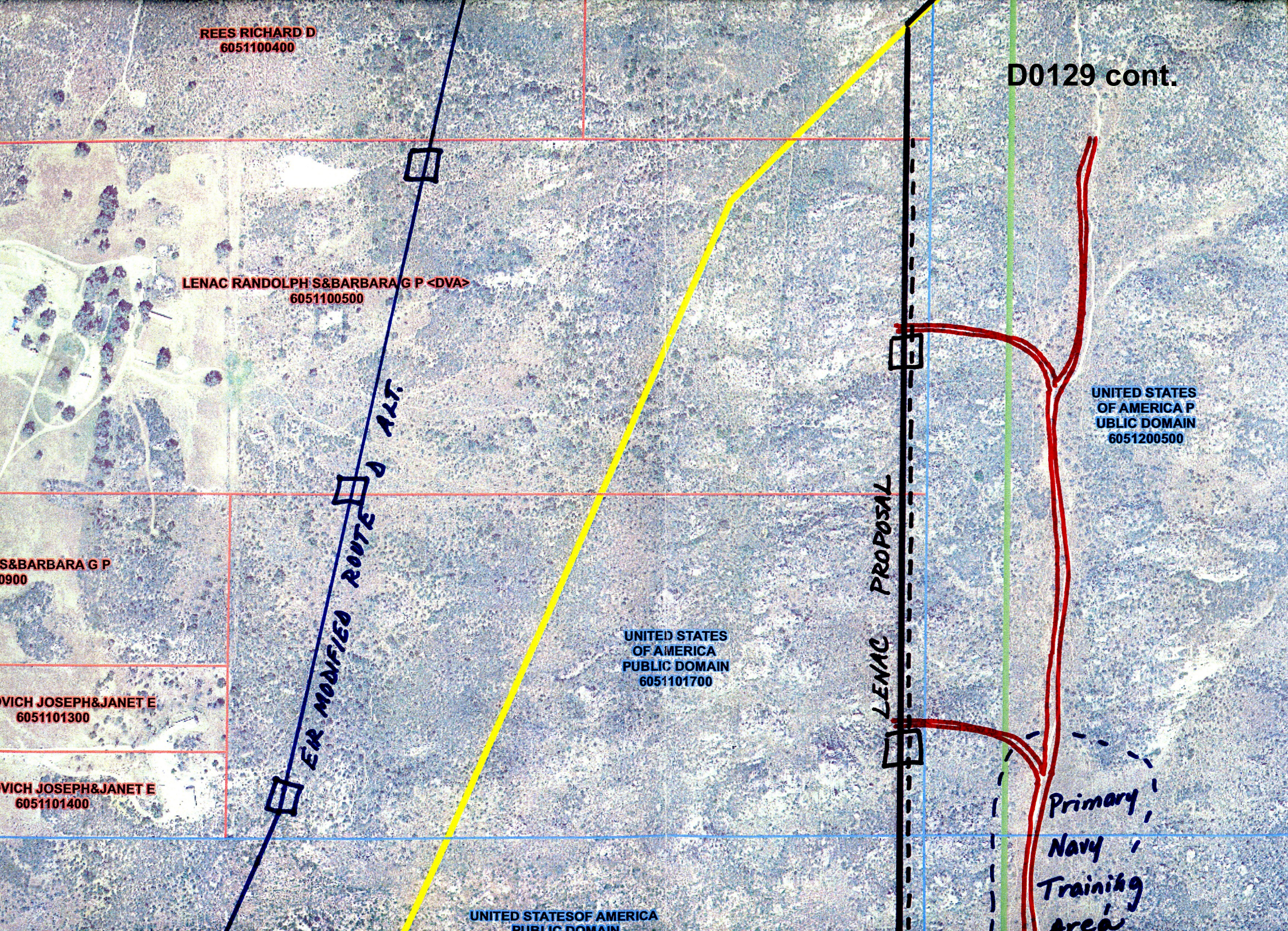
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ER MODIFIED ROUTE 9 ALT.

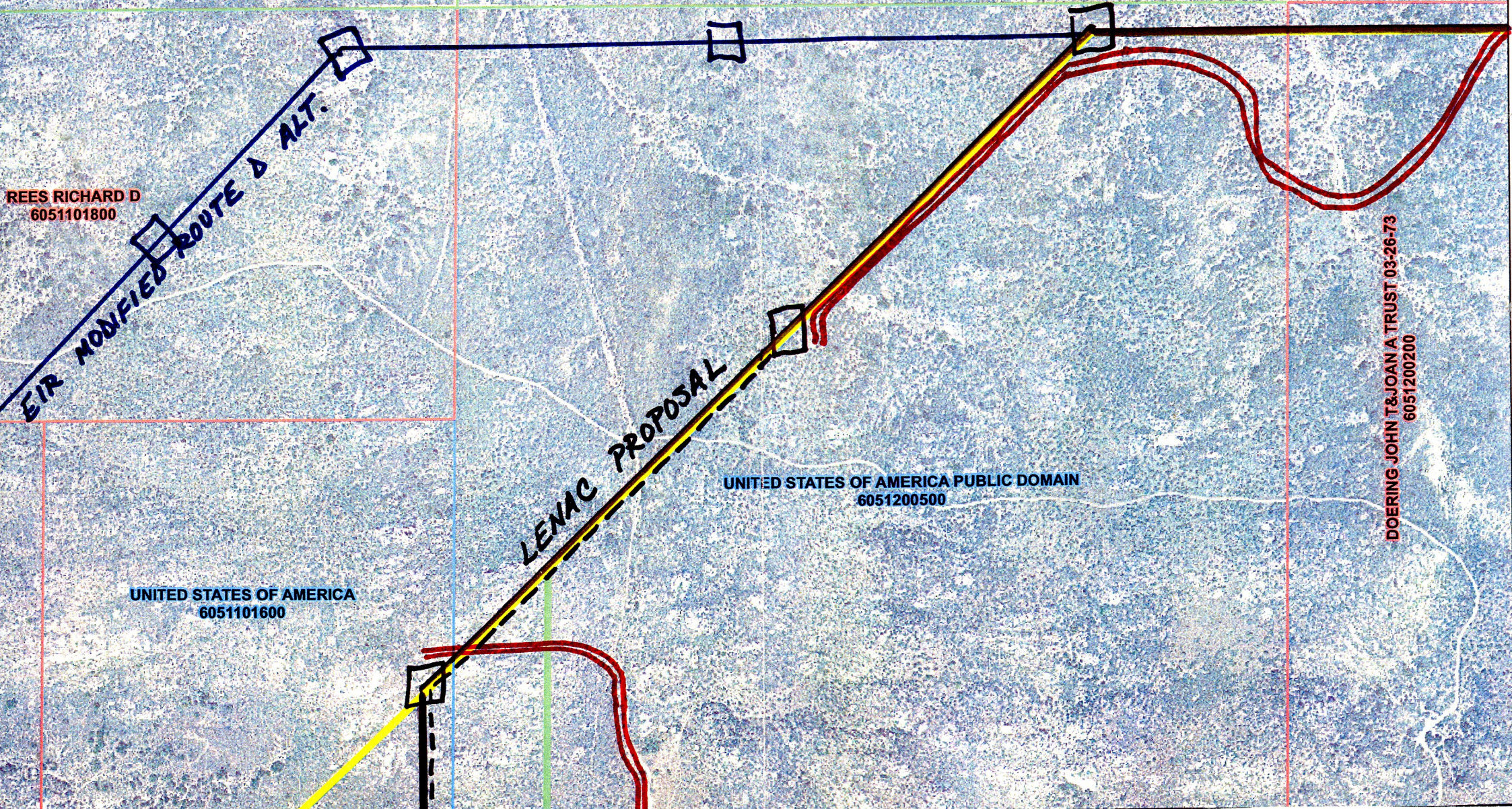
Primary  
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EIR MODIFIED ROUTE & ALT.

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