

Spangler Peak Ranch, Inc.
P.O. Box 1959
Escondido, CA 92033

4/20/2006

Public Utilities Commission
505 Van Ness Avenue Room 2000
San Francisco, CA 94102

SDG&E Sunrise Powerlink
8330 Century Park Court CP31D
San Diego, CA 92123

Re: SUNRISE POWERLINK APPLICATION 05-12-014

To Whom It May Concern:

This letter comes to you to express our concern regarding the proposed routing of the Sunrise Powerlink, hereinafter called "SPL", near or through our property, Spangler Peak Ranch, 219 Creelman Lane, Ramona, California, hereinafter called "SPR".

My name is Wally Besuden. I am the President of SPR, and along with my partners, Mr. 's Bill and Matt Witman, we own the two hundred eighty acres that comprise SPR. We purchased SPR, an avocado and grapefruit farm, in 1996 with the intention of continuing and improving the interim agribusiness, but primarily as a land investment for future development.

The three of us were previously and have continued to farm leased tracts in San Diego County, growing a variety of agricultural products on tracts totaling more than one thousand acres. Our cumulative tenure in San Diego County agriculture spans three generations and more than ninety years. Also, my background and current resume includes real estate investment and development.

In addition to avocados and grapefruit production at SPR, we also have thousands of palm trees and other ornamentals in various stages of production. These trees require heavy equipment including large cranes to transport from and around the site.

We have completed conceptual planning for the future master planned community at SPR, including meetings with the San Diego County planning staff. Plans include custom home site view lots with an extensive trails system, executive and practice golf facility, and an equestrian center, all in an agricultural setting with the existing incredible north county vistas.

If you choose to use the proposed preferred Creelman Lane alignment, with above ground transmission lines, both our business and our real property will be greatly damaged. The current and future agricultural enterprise value of SPR, as well as the damage to the future development potential, will be costly.

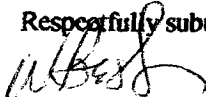
Currently our access point to SPR is the east end of Creelman Lane.

Our objection to the SPL Creelman alignment is the overhead transmission portion of the route affecting our view shed and access as well as the alternate route to San Vicente Road dividing SPR.

We respectfully request that if the Creelman Lane route is used for SPL, all the lines remain underground from San Diego Country Estates through Creelman Lane.

Please call me if there are questions or a need for discussion. We look forward to your response. We would also appreciate receiving written notice that our objection has been received and forwarded to the proper persons for review. Thank you for your attention.

Respectfully submitted by,



Wally Besuden
President
(702) 429-7525

Cc: Bill Witman
Matt Witman

SEP 07 2006
05 SEP -7 11:21
September 2, 2006

To: Director, Energy Divison
Public Utilities Commission
Energy Divison
505 Van Ness Avenue
San Francisco, California
94102

From: Albert & Kathleen Cauzza
Lillian B. Cauzza Trust/ Santa Ysabel Ranch
21959 Mesa Grande Rd.
Santa Ysabel, Ca 92070
760-765-2381

Re: Sunrise Powerlink Transmission Project
Application Number: A. 05-12-014

The Santa Ysabel Ranch has maintained and preserved the Santa Ysabel Valley as an agricultural and environmental treasure for San Diego County for 100 years. There are so few areas left in Southern California that can still provide open space and freedom for all surrounding natural habitat and support an agricultural lifestyle and income. This family has done just that for 3 generations.

We understand the need of supply and demand. What we are opposed to is the degrading of the environment and agricultural preserves that our family has worked so hard to protect. The Santa Ysabel Ranch is a working cattle ranch. Our income depends on the surrounding property to be used for just that. It has been brought to our attention that a transmission line as you are suggesting will cut right through the heart of the Santa Ysabel Ranch and Valley could bring unsafe emissions to not only people but make our cattle sterile. This does not even address the safety factors. With winds up to 100mph not uncommon each year the safety issue of fire is another huge concern as there is only one road in and out of the valley and we know the disaster this can cause from the earlier Cedar Fire in San Diego County.

Why bring the transmission line in direct contact with people when there are thousands of acres of San Diego County property available where there are limited uses by people and no businesses are affected? We realize it is easier to take away 1 family's lifestyle than to take on the County Board of Supervisors, but that doesn't make it right. We have heard about his project for a year, but I see you first proposed this project in 2005. Why is this the first time we have heard from you?

Let the record show we are AGAINST the Sunrise Powerlink Transmission Project coming through the Santa Ysabel Valley. *If you proceed and take away our income we will fight to have the Transmission line placed underground.*

Sincerely,

Albert & Kathleen Cauzza
Lillian B. Cauzza Trust
Santa Ysabel Ranch



California Public Utilities Commission
Public Advisor

06 SEP -5 P 1 14 05

Dear Public Advisor,

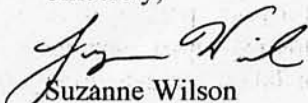
I am writing to you on behalf of the Pacific Crest Trail Association (PCTA) in regards to the Sunrise Powerlink Transmission Project (application number A.05-12-014) recently proposed by San Diego Gas and Electric (SDG&E). After reviewing the application that was submitted by SDG&E, the PCTA does not feel that the concerns and criteria of the Pacific Crest National Scenic Trail have been thoroughly considered. The PCT is mentioned once in a brief statement which can be found under the Recreational Impacts report of the Central Link Impacts section, acknowledging that the PSA will cross the PCT between N43 and N17. However, there is no mention of the significance or the characteristics of a National Scenic Trail, or the impacts that this transmission line might have on this nationally recognized trail. A National Scenic Trail is supposed to create an experience in which the hiker or equestrian can seek solitude and immerse themselves in a wild and scenic place. In 1968, Congress passed the National Trails System Act, in which they stated that National Scenic Trails should be, "so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass."

Traveling next to or beneath a 500KV powerline is an absolute intrusion on the atmosphere that we strive to obtain. While the visual impacts are the most prominent, the noise can also ruin camping experiences and disturb the serenity of one's journey. Aside from the audio and visual impacts, these towers need access roads, which inadvertently act as byways for the Off Highway Vehicles. The PCT is only open to hikers and equestrians; no motorized or mechanized travel is permissible. Having access roads near the PCT invites illegal use, and creates significant damage, which is both costly and challenging to repair. Furthermore, the Central East Substation, to be located near County Road 2, will be plainly visible from the PCT.

As an organization we recognize the need to accommodate the rapid growth in Southern California and have approved of new transmission lines in areas that are already heavily impacted by our culture. For example, Edison Electric's new Paloverde Devers Transmission line will simply parallel Interstate 10, another existing 500KV powerline, and a subdivision. However, the area that SDG&E proposes to route the Sunrise Powerlink through, is an unscarred area, which is becoming rare in San Diego County. Both the PCTA and advocates of the PCT cherish these areas where we can seek recreational solitude.

In sum, the PCTA feels that the importance of the PCT was not fully recognized in SDG&E's application to the CPUC. We hope that you review the comments in this letter with serious consideration when weighing the options of the Sunrise Powerlink. Thank you.

Sincerely,


Suzanne Wilson
P.O. Box 798
Idyllwild, CA 92549
951-492-9836



PACIFIC CREST TRAIL ASSOCIATION

5325 Elkhorn Boulevard, PMB 256 • Sacramento, CA 95842
916-349-2109 (Phone) • 916-349-1268 (Fax) • www.pcta.org

-----Original Message-----

From: sunrise@aspeneg.com [mailto:sunrise@aspeneg.com]
Sent: Monday, September 18, 2006 3:22 PM
To: slee@aspeneg.com; qli@aspeneg.com; tmurphy@aspeneg.com;
salopez@aspeneg.com
Subject: Fwd: Sunrise comment Caputo

From the San Diego chapter of an international renewable energy organization. Requests details of the routing economic analysis not published in the PEA; recommends cost/benefit comparison of economic and non-monetary values of ABDSP crossing. Supports renewable generation in Imperial County.

-----Original Message-----

From: Richard Caputo [mailto:richardcaputo@sbcglobal.net]
Sent: Saturday, September 16, 2006 04:33 PM
To: sunrise@aspeneg.com
Cc: 'Henry', 'Jennifer Porter', 'Richard Caputo', 'Martin Carrillo', 'Deris Jeannette',
'Jason Knight', 'Grazyna Krajewska', 'Yonah Offner', 'Bob Schlesinger', 'Joe Steinberger',
'Ted Stern', 'Jim Svedeman'
Subject: Input on Sunrise Powerlink Project Evaluation

Attached is a request for comparative cost information to be made public and become part of the political process you are now engaged in evaluation the need for the Sunrise Powerlink Project.

Rich Caputo, Chair
San Diego Renewable Energy Society
Chapter of the American Solar Energy Society
POBox 1660
Julian, CA 92036
760-765-3157

Statement on Sunpath Transmission Line to CPUC
September 13, 2006

I firmly believe that the desert power plant being planned along with increased geothermal power and potential wind farms in Imperial County are about half of San Diego's energy future. The other half is additional energy efficiency projects, distributed roof top solar electric and hot water, commercial and industrial solar systems, and smaller scale utility solar plants and wind farms in San Diego County (1). I call this "doing everything" and it will move us along on our needed path to successfully living on the planet in the long term. This means that we do need a way to get the Imperial County power to the people for this overall strategy to work. The question is, does the transmission line have to do through the ABDSP?

The CAISO recently completed a through study of the proposed Sunpath Powerlink and some aspects of the 24 alternatives. CAISO did conclude that the SDG&E recommended route had the highest benefit/cost ratio and did meet other criteria.

According to the methodology stated in the study, the economics of all routes were evaluated. However, this data was not published in the report. This data would be germane to the political process you are now engaged in to determine where the transmission line should go assuming that it is needed for the stated reasons of improved grid reliability and congestion relief, anticipated growth, and providing access to renewable energy.

I request that the CPUC do one of the following: generate the comparative cost data and make it available to all parties; or that you request that CAISO make the comparative cost data available for all the transmission line routes evaluated and especially for the around-the-park (ABDSP) alternatives.

Background:

The ability to translate this goal of significant future amounts of renewable energy in the San Diego region into reality depends on doing "everything". Of all of the parts of this doing everything strategy, solar electric is the single largest resource and most of it is in Imperial County. Because the chosen route through Anza-Borrego Desert State Park (ABDSP) has caused such a negative public reaction, it is affecting the reasonableness of getting access to Imperial County geothermal, wind and solar electric. The negative public power line reaction is affecting the reasonableness of San Diego's renewable energy future.

Both SDG&E and CAISO have determined that the Sunrise Powerlink will solve two problems: 1) the necessary improvement of the grid reliability/congestion problem in our region, and 2) access to significant amounts of renewable energy (geothermal, solar electric and wind). They have also determined that the proposed link will also reap largest benefit compared to cost.

The transmission line cost evaluated in the CAISO study of the Sunrise Power Link was based just on out-of-pocket dollar costs. No "cost" was assigned to putting a large transmission line through the ABDSP, diminishing the viewscape and recreational value and causing other

impacts. The valuing of these others aspects of the proposed route are not the domain of the CAISO and should be left to the larger political process. But the broader political process needs as a minimum, the raw economic cost data of the 25 transmission routes evaluated in the CAISO study. To the dollar cost data must be added the value of the park impacts (or lack of them for the around-the-park routes) to see which route is most favorable.

One might speculate that most people would favor an around-the-park route if the increased costs were modest --- say 10% to 25% more expensive. If the cost was excessive (over 50% to 100% more), then most people would not want to pay that much. The value of "modest" and "excess" could only be determined by the broader political process.

Making the comparative economic data of the 25 routes available to the public/political discussion that you are conducting is very pertinent to the final decision about the Sunpath Power Line. I ask that you assist in making this data available.

Rich Caputo, Chair
San Diego Renewable Energy Society
Chapter of the American Solar Energy Society
POBox 1660
Julian, CA 92036
760-765-3157

1. Refer to SANDAG Briefing "Report to the SANDAG Resources Subcommittee: Promise of Centralized Renewable Energy in the San Diego Region", Renewable Energy Team Barry Butler, Richard Caputo, et al, which is the integration of 3April2006 and 5June2006 Briefings to Resources Committee of the Energy Working Group, SANDAG

-----Original Message-----

From: Scott Kardel [mailto:wsk@astro.caltech.edu]
Sent: Thursday, September 28, 2006 2:50 PM
To: sunrise@aspenerg.com
Subject: Sunrise Powerlink Environmental Impact

September 29, 2006

To Whom It May Concern,

On behalf of the Palomar Observatory I would like to take this opportunity to comment on the Sunrise Powerlink Transmission Project Application Number: A.05-12-014.

As you may know the Palomar Observatory was built in the 1930s. Its site was chosen for its clear, steady atmosphere and dark skies. It is currently home to six telescopes that are used nightly to conduct a wide variety of astronomical research programs. The sixth research telescope added was just this year.

The studies conducted at Palomar encompass a wide-range of topics. Astronomers using Palomar's telescopes have recently discovered many new dwarf planets in the outer solar system. They have also been on the hunt for asteroids that might threaten our Earth. Additionally they have probed distant galaxies and quasars at the farthest reaches of the universe. Data gathered at Palomar has been published in over 340 articles in scientific journals in just the last few years.

The research done at Palomar depends on dark skies. The rapid population growth of Southern California has brought increased lighting into the region which has threatened these dark skies. Lights from communities of Warner Springs and all across San Diego and Riverside Counties can have an adverse affect on our studies. We are grateful for the cooperation of our neighboring city and county governments which have enacted lighting ordinances to minimize light pollution for us and for many citizens. These ordinances have greatly extended the lifetime of the Palomar Observatory's vital scientific capabilities.

We understand that the Sunrise Powerlink project may involve the construction of facilities that may impact the operations of the Palomar Observatory. It may be necessary to include lighting at power substations that would be built in our vicinity. We would ask that any and all outdoor lighting associated with the Sunrise Powerlink Transmission Project fully comply with San Diego County's lighting ordinances and that the lighting be low-pressure sodium lighting with full-cutoff fixtures. Further, we ask thatt the issue of the impact of outdoor lighting be addressed in any environmental assessments for the project.

Please be aware that as the project continues the resources of the Palomar Observatory and the California Institute of Technology are available for consultation to make sure that good lighting choices are made to ensure the protection the night sky for Palomar and everyone. I would be more than willing to work with you and other representatives on the issue of outdoor lighting and to keep you informed about activities at the Palomar Observatory.

Sincerely,

W. Scott Kardel

From: Keith Ritchey [mailto:kritchey@san.rr.com]
Sent: Friday, September 29, 2006 12:21 AM
To: Sunrise Powerlink Scoping Input
Subject: Sunrise Powerlink Scoping Input - Alternate Routes through Rancho Penasquitos

Billie Blanchard, CPUC,
Lynda Kastoll, BLM,
Aspen Environmental Group,

I represent the West Chase Homeowners Association, a California Non-Profit Mutual Benefit Corporation consisting of the owners of 269 homes in the Rancho Penasquitos Community of the City of San Diego. The route submitted by SDG&E as its preferred route runs directly through our association's property, specifically, our park.

We believe that 1) if it is determined that this power link is needed, and 2) if it is determined that it must run through Rancho Penasquitos, then it should be directed along the route least intrusive to the residents of Rancho Penasquitos. There are many routes that are preferable to the one proposed by SDG&E. So far, we have identified and analyzed 3 such routes and hope these can be included in the analysis conducted by the CPUC. We also hope that others will uncover/propose routes even superior to these, and trust those will be included and analyzed as well.

West Chase Homeowners Association has recently filed a Protest with the CPUC regarding the route submitted by SDG&E. Please find a copy of that Protest and a copy of a similar Analysis of Alternate Routes attached. I have a map showing the proposed and alternate routes, but it proved to be too big to email. I would be happy to provide it if you have a facility to upload documents, or I can provide it to you on a USB Memory Stick or CD, if that will work better for you.

I would appreciate any feedback you could provide as to our analysis of these routes and any further information that would be helpful to you. Any feedback you can provide as to what you would like to see - in form and content - in suggested alternative routes, will be helpful in guiding others' submissions.

Thank you,

Keith A. Ritchey
Powerlink Issues Manager
West Chase Homeowners Association

(858) 484-4429 Office
(858) 484-8721 Fax
kritchey@san.rr.com

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of San Diego Gas & Electric Company (U902E) for a Certificate Of Public Convenience and Necessity for the Sunrise Powerlink Transmission Project

Application 06-08-010
(Filed August 4, 2006)

Application No. 05-12-014
(Filed December 14, 2005)

**PROTEST OF
WEST CHASE HOMEOWNERS ASSOCIATION**

Pursant to Rules 44 through 44.2 of the California Public Utility Commission's ("CPUC") Rules of Practice and Procedure and the August 25, 2006 Ruling entitled *Administrative Law Judge's Ruling Setting Date for Prehearing Conference Statements and Extending Time for Filing Protests*, the West Chase Homeowners Association ("WCHOA") respectfully submits this Protest to the above-captioned Application by San Diego Gas & Electric Company ("SDG&E").

Alternate Routes through Rancho Peñasquitos for SDG&E's Sunrise Powerlink

SDG&E has submitted its Final Application and Proponent's Environmental Assessment for the Sunrise Powerlink. A review of the document shows that SDG&E did not include any alternate routes through the Rancho Peñasquitos Community. It did not list any alternate routes through Rancho Peñasquitos as Alternatives Fully Evaluated and Carried Forward and it did not list any as Alternatives Considered and Eliminated by SDG&E.

This is contrary to many public statements made by SDG&E, at community meetings and presentations, that it was open to and was actively exploring many alternative routes through Rancho Peñasquitos. SDG&E had even specifically said it was considering a route under State Route 56 (SR56) through the Rancho Peñasquitos area, but doubted it could get CalTrans permission. It is unclear whether SDG&E ever considered alternate Rancho Peñasquitos routes, but its CPUC filings indicate it did not.

This is consistent with a private statement made by SDG&E personnel. Paraphrasing that statement, SDG&E said, “We are going to use our right-of-way and the CPUC will let us do that”. SDG&E apparently took this approach and deviated only slightly from its 50-year-old right-of-way to avoid some potentially insurmountable environmental obstacles. SDG&E approached the route designation blinded to any potential alternate routing that would have lowered or mitigated the impact of its Sunrise Powerlink on the communities it affects.

Better routing through the Rancho Peñasquitos Community does exist and WCHOA urges the CPUC to consider alternate routing, including the following three such alternate routes.¹ An Alternate Route Analysis Spreadsheet is attached hereto as Exhibit 1. It calculates and summarizes the length and nature of the routes as well as the number of homes impacted by each route and nature of the impact.

¹ Route Analysis Notes

Each of the routes analyzed herein, the SDG&E Preferred Route and the three alternate routes, are described from west to east as they run through Rancho Peñasquitos. The common starting point is just past the west end of Park Village Road (“End of Park Village”), identified on the SDG&E maps as N33B, where overhead lines to the Peñasquitos Substation to the west join with overhead lines running north-south.

The SDG&E Preferred Route and two of the three alternate routes presented are described as running to a point just east of the Chicarita Substation (“Chicarita”), identified on the SDG&E maps as N29. The third alternate route does not pass by the Chicarita Substation and is described to the point it intersects the overhead lines running west from the Sycamore Canyon Substation, to the north side of the intersection of Scripps-Poway Parkway and Ivy Hill Drive (“Ivy Hill Dr”) in the Scripps Ranch area.

SDG&E Preferred Route

This route transitions to underground at the End of Park Village and would run mostly under a trail in the Los Peñasquitos Canyon Preserve for approximately 1.6 miles. It emerges from the Preserve just east of the intersection of Darkwood Road and Park Village Road and then runs under Park Village Road for approximately .8 miles until reaching Brickellia.

At Brickellia, this route dissects the West Chase Community's Greenbelt Park for its entire length. The Greenbelt Park is a landscaped strip of land 150 feet wide and 1,550 feet (.3 miles) long that runs through the West Chase Development. It is a park and an extension of many of the homeowner's backyards. Twenty-nine of the West Chase homes are immediately adjacent to the Greenbelt Park and lie only 5 to 15 feet from the fence which is shared by the park. In fact, many adjacent homes have gates from their small backyards directly into the park. The closest homes sit only four-and-a-half feet from the fence that is shared with the Greenbelt Park. These families, many with young children, eat and play in the park. The entire West Chase Development lies within one-quarter mile of the Greenbelt Park. Unfortunately, SDG&E's Preferred Route runs directly through the middle of the Greenbelt Park.

East of Greenbelt Park, this route continues ENE for about 1.6 miles along the SDG&E Right of Way ("ROW"), a 50-year-old mostly vacant 150-wide strip of land bounded on its north by the SR56 Bike Lane and on its south by single family homes. Towards its east end, this ROW passes through private property, riparian areas, and steep terrain before it crosses Peñasquitos Blvd and reaches Chicarita.

The total length of this route is 4.3 miles, all of which are underground. SDG&E has told us that underground lines cost between 4 and 5 times the cost of overhead lines. We are therefore using 4.5 times the underground length as an estimate to compare relative costs of overhead and underground route segments. The relative cost for this route, SDG&E's Preferred Route and our base route for comparison is 4.3 miles times 4.5, or 19.35. We will compare each of our proposed alternate routes against this base route to determine whether they are relatively more or less costly.

This base route also impacts 152 homes that are directly adjacent to its path and within approximately 100 feet of where the line would run. While most of these homes are adjacent to SDG&E's 50-year-old ROW, some are not. The impact of underground high-voltage lines will be new to all 152 of these homes and many others in the area. Each of the proposed alternate routes will be compared to this base route for number of adjacent homes impacted and the nature of the impact to those homes.

Alternate Route 1 - Carmel Valley Rd

This route, starting at the End of Park Village, would join existing overhead lines and run north approximately 2.2 miles until it reaches Carmel Valley Road at Via Albertura. It would run NE for approximately 2.7 miles under the median of 110 foot-wide Carmel Valley Road until just east of Black Mountain Road. It would then transition back to existing overhead lines and run 2.3 miles south-east to Chicarita.

Among Alternate Route 1's advantages are:

- It requires only about 2.7 miles of underground line, 1.6 miles less than what SDG&E's Preferred Route requires – and would certainly prove less expensive.

- Its underground portion could be placed almost entirely within the median of the Carmel Valley Road public roadway, easing installation and mitigating traffic impact concerns. SDG&E's Preferred Route runs through parks, preserves, and a roadway without a center median.
- This Route eliminates or mitigates environmental impact. It runs in an existing power corridor and then under the median of a public roadway – Not through sensitive environmental preserves. This could even reduce or eliminate the potential for lawsuits brought on by concerned environmental groups.
- No additional ROW acquisition is required with this option. It is within existing ROW or roadways (where SDG&E has franchise rights to underground facilities).

Alternate Route 1 requires 4.5 miles added to existing overhead and 2.7 miles of new underground facilities. Its relative cost is 16.65, or 2.70 less than that of SDG&E's Preferred Route. This route also impacts only 48 homes, a full 104 less than those impacted by SDG&E's Preferred Route. Further, 25 of the homes impacted are already adjacent to existing overhead lines in vacant corridors. The other 23 are adjacent to Carmel Valley Road and would be very minimally affected by a line buried in the middle of a 110 foot-wide road. None of this route would run through parks, play areas preserves, riparian or other sensitive habitat, or narrow roadways.

Alternate Route 2 – SR56

While SDG&E said they had considered a route running under the middle of SR56, it is not listed as one of alternate routes. SDG&E said they asked CalTrans about running the transmission line under SR56 and that CalTrans told them no. It is difficult to determine the veracity of those statements or if it would be difficult to obtain

permission to run this transmission facility about 3.5 miles under SR56. However, it appears to be a viable and attractive alternate route worthy of study.

Alternate Route 2 would travel north from the End of Park Village about 1.9 miles on existing overhead lines until reaching SR56. It would then transition to underground for approximately 3.5 miles east within the SR56 property limits. It could transition from the edge of the roadway initially to the center divide at the bridge located about .1 miles east of the overhead wires and .6 miles west of Camino Del Sur, and then continue in the median. It would have to cross additional bridges at Camino Del Sur and .7 miles east of Camino Del Sur and then move under Peñasquitos Blvd. at the SR56 overpass. It would then continue .3 miles south on Peñasquitos Blvd. to Chicarita.

Among Alternate Route 2's advantages are:

- It requires only about 3.5 miles of underground line, .8 miles less than what SDG&E's Preferred Route requires – and would certainly prove less expensive.
- Its underground portion could be placed almost entirely within the median of SR56, easing installation and mitigating traffic impact concerns. SDG&E's Preferred Route runs through parks, preserves, and a roadway without a center median.
- This Route eliminates environmental impact. It runs entirely under the median of a public roadway – Not through sensitive environmental preserves. This could even reduce the potential for lawsuits brought on by concerned environmental groups.
- No additional easement acquisition is required with this option. It is entirely within SR56 (where permission from CalTrans would be required) and City roadway (where SDG&E has franchise rights to underground facilities).

Alternate Route 2 requires 1.9 miles of addition to existing overhead lines and 3.5 miles of new underground facilities. Its relative cost is 19.00, or .35 less than that of SDG&E's Preferred Route. This route also impacts only 3 homes, a full 149 less than those impacted by SDG&E's Preferred Route. Further, all 3 of the homes impacted are already adjacent to existing overhead lines in vacant corridors. None of this route would run through parks, preserves, riparian or other sensitive habitat, or narrow roadways.

Alternate Route 3 – Los Peñasquitos Canyon Preserve and Mercy Road

This route is a departure from the thinking around the other alternate routes in that it runs further than SDG&E's Preferred Route through the Los Peñasquitos Canyon Preserve. Many will find it objectionable and some will reject it out-of-hand for that reason alone. It is however, an attractive alternative that is at least worthy of study.

This route is also a departure from the others in that it does not run through Chicarita. Instead, it connects to existing overhead lines at Scripps-Poway Parkway and Ivy Hill Drive in Scripps Ranch. Rather than change the base and the other alternatives to match this different end-point, the 1.6 miles of overhead required to run from Ivy Hill Dr to Chicarita, and the homes impacted by that overhead, were subtracted from the analysis of Alternate Route 3, i.e., it avoids 1.6 miles of addition to existing overhead lines and avoids impacting 44 adjacent homes by not heading to Chicarita.

Alternate Route 3 would travel underground south from the End of Park Village and then turn east, following SDG&E's Preferred Route until it turns towards Park Village Road near Darkwood Drive. Instead, this route would continue through the Preserve to the end of Canyonside Park Drive, for a total of about 2 miles in the Preserve. It would then continue about .6 miles east under Canyonside Park Drive to

Black Mountain Road. It would turn south under Black Mountain Road to Mercy Road, where the underground line would turn east and continue under Mercy Road for 1.3 miles to the I-15 overpass. Mercy Road then changes names and the line would continue under Scripps-Poway Parkway for another .9 miles to the vicinity of Ivy Hill Dr, where it would transition to existing overhead from the Sycamore Canyon Substation.

Among Alternate Route 3's advantages are:

- It avoids the additional overhead lines required to reach Chicarita and the impact of those lines to 44 adjacent homes.
- It impacts only 35 homes that are adjacent to its new route under Scripps-Poway Parkway and Mercy Road.

Alternate Route 3 requires about 5 miles of new underground facilities and avoids 1.6 miles of addition to existing overhead lines. Its relative cost is 21.13, or 1.78 more than that of SDG&E's Preferred Route. This route impacts a net of -9 homes, a net of 161 less than those impacted by SDG&E's Preferred Route. Further, the 35 homes it does impact are adjacent to new underground facilities under the roadway of Scripps-Poway Parkway/Mercy Road. The route through the preserve would be through abandoned sewage facilities and would avoid riparian or other sensitive pristine habitat.

Conclusions

WCHOA does not endorse the need for or wisdom of the Sunrise Powerlink in its entirety or the need for or wisdom of its Coastal Link. However, if it is determined that the Sunrise Powerlink is needed and that it must run through Rancho Peñasquitos, the following routes are preferable:

1. Alternate Route 2, under SR56, is the route that would impact the Rancho Peñasquitos Community the least.
2. If, for some reason, CalTrans will not allow this route to proceed, Alternate Route 1, under Carmel Valley Road appears the best second choice.
3. Finally, Alternate Route 3, through the preserve and under Mercy Road, would be the 3rd best option.

Any of these alternate routes is preferable to the route proposed and preferred by SDG&E. Rancho Peñasquitos will be better served by any of the alternate routes. WCHOA urges the CPUC to explore alternate routes to ensure the least impact on the residents in the path of this project.

Dated: September 26, 2006

Respectfully submitted,

WEST CHASE HOMEOWNER'S
ASSOCIATION

By: _____ /S/
Keith Ritchey
Powerlink Issues Manager

8744 Creekwood Lane
San Diego, CA 92129
Telephone: 858-484-4429
Fax: 858-484-8721
E-mail: kritchey@san.rr.com

Analysis of Alternate Routes through Rancho Peñasquitos for SDG&E's Sunrise Powerlink's Coastal Link

West Chase Homeowners Association

SDG&E has submitted its Final Application and Proponent's Environmental Assessment for the Sunrise Powerlink. A review of the document shows that SDG&E did not include any alternate routes through the Rancho Peñasquitos Community. It did not list any alternate routes through Rancho Peñasquitos as Alternatives Fully Evaluated and Carried Forward and it did not list any as Alternatives Considered and Eliminated by SDG&E.

This is contrary to many statements made by SDG&E, both publicly and privately, at community meetings and presentations, that it was open to and was actively exploring many alternative routes through Rancho Peñasquitos. SDG&E had even specifically said it was considering a route under State Route 56 (SR56) through the Rancho Peñasquitos area, but doubted it could get CalTrans permission. Did SDG&E ever even consider alternate RPQ routes? Its CPUC filings indicate that it did not.

This is, however, consistent with a private statement made by SDG&E personnel. Paraphrasing that statement, SDG&E said, "We are going to use our right-of-way and the CPUC will let us do that". SDG&E apparently took this approach and deviated only slightly from its 50-year-old right-of-way to avoid some potentially insurmountable environmental obstacles. SDG&E approached the route designation blinded to any potential alternate routing that would have lowered or mitigated the impact of its Sunrise Powerlink on the communities it affects.

Better routing through the Rancho Peñasquitos Community does exist and this report analyzes three such alternate routes.

Route Analysis Notes

Each of the routes analyzed herein, the SDG&E Preferred Route and the three alternate routes, are described from west to east as they run through Rancho Peñasquitos. The common starting point is just past the west end of Park Village Road ("End of Park Village"), identified on the SDG&E maps as N33B, where overhead lines to the Peñasquitos Substation to the west join with overhead lines running north-south.

The SDG&E Preferred Route and two of the three alternate routes presented are described as running to a point just east of the Chicarita Substation ("Chicarita"), identified on the SDG&E maps as N29. The third alternate route does not pass by the Chicarita Substation and is described to the point it intersects the overhead lines running west from the Sycamore Canyon Substation, to the north side of the intersection of Scripps-Poway Parkway and Ivy Hill Drive ("Ivy Hill Dr") in the Scripps Ranch area.

SDG&E Preferred Route

This route is shown on the attached Map as a light-blue dashed line and is in the attached Alternate Route Analysis spreadsheet in light-blue. It transitions from overhead to underground at the End of Park Village and would run mostly under a trail in the Los Peñasquitos Canyon Preserve for approximately 1.6 miles. It emerges from the Preserve just east of the intersection of Darkwood Road and Park Village Road and then runs under Park Village Road for approximately .8 miles until reaching Brickellia.

At Brickellia, this route dissects the West Chase Community's Greenbelt Park for its entire length. The Greenbelt Park is a landscaped strip of land approximately 150 feet wide and 1,550 feet (.3 miles) long that runs through the West Chase Development. It is a park and it is an extension of many of the homeowners backyards. Twenty-nine of the West Chase homes are immediately adjacent to the Greenbelt Park and lie only 5 to 15 feet from the fence which is shared by the park. In fact, many adjacent homes have gates from their small backyards directly into the park. The closest homes sit only four-and-a-half feet from the fence that is shared with the Greenbelt Park. These families, many with young children, eat and play in the park. The entire West Chase Development lies within one-quarter mile of the Greenbelt Park. Unfortunately, SDG&E's Preferred Route runs directly through the middle of the Greenbelt Park.

East of the Greenbelt Park, this route continues ENE for about 1.6 miles along the SDG&E Right of Way ("ROW"), a 50-year-old essentially vacant 150-wide strip of land bounded on its north by the SR56 Bike Lane and on its south by single family homes for most of its length. Towards its east end, this ROW passes through private property, riparian areas, and some steep terrain before it crosses Peñasquitos Blvd., and reaches Chicarita.

The total length of this route is 4.3 miles, all of which are underground. SDG&E has told us that underground lines cost between 4 and 5 times the cost of overhead lines. We are therefore using 4.5 times the underground length as an estimate to compare relative costs of overhead and underground route segments. The relative cost for this route, SDG&E's Preferred Route and our base route for comparison is 4.3 miles times 4.5, or 19.35. We will compare each of our proposed alternate routes against this base route to determine whether they are relatively more or less costly.

This base route also impacts 152 homes that are directly adjacent to its path and within approximately 100 feet of where the line would run. While most of these homes are adjacent to SDG&E's 50-year-old ROW, some are not. The impact of underground high-voltage lines will be new to all 152 of these homes, and many others in the immediate area. We will compare each of our proposed alternate routes against this base route for impact to adjacent homes and will also comment on the nature of the impact to those homes.

Alternate Route 1 - Carmel Valley Rd

This route is shown on the attached Map as both solid red and dashed red lines and is in the attached Alternate Route Analysis spreadsheet in red. This proposed alternate route, starting at the End of Park Village, would join existing overhead lines and run north approximately 2.2 miles until it reaches Carmel Valley Road at Via Albertura. It then would run north-east for approximately 2.7 miles under the median of 110 foot-wide Carmel Valley Road until just east of Black Mountain Road. It would then transition back to existing overhead lines and run 2.3 miles south-east to Chicarita.

Among Alternate Route 1's advantages are:

- It requires only about 2.7 miles of underground line, 1.6 miles less than what SDG&E's Preferred Route requires – and would certainly prove less expensive.
- Its underground portion could be placed almost entirely within the median of the Carmel Valley Road public roadway, easing installation and mitigating traffic impact concerns. SDG&E's Preferred Route runs through parks, preserves, and a roadway without a center median.
- This Route eliminates or mitigates environmental impact. It runs in an existing power corridor and then under the median of a public roadway – Not through sensitive environmental preserves. This could even reduce or eliminate the potential for expensive lawsuits brought on by concerned environmental groups.
- No additional easement acquisition is required with this option. It is entirely within existing easements or roadways (where SDG&E has franchise rights to underground facilities).

Alternate Route 1 requires 4.5 miles added to existing overhead and 2.7 miles of new underground facilities. Its relative cost is 16.65, or 2.70 less than that of SDG&E's Preferred Route. This route also impacts 48 homes, a full 104 less than those impacted by SDG&E's Preferred Route. Further, 25 of the homes impacted are already adjacent to existing overhead lines in vacant corridors. The other 23 are adjacent to Carmel Valley Road and would be very minimally affected by a line buried in the middle of a 110 foot-wide road. None of this route would run through parks, preserves, riparian or other sensitive habitat, or narrow roadways.

Alternate Route 2 – SR56

This route is shown on the attached Map as both solid orange and dashed orange lines and is in the attached Alternate Route Analysis spreadsheet in orange. While SDG&E said they had considered a route running under the middle of SR56, it is not listed as one of alternate routes that they considered. SDG&E said they asked CalTrans about running the transmission line under SR56 and that CalTrans told them no. It is difficult to determine the veracity of those statements or if it would be difficult to obtain permission to run this transmission facility about 3.5 miles under SR56. However, it appears to be a viable and attractive alternate route worthy of study.

Alternate Route 2 would travel north from the End of Park Village about 1.9 miles on existing overhead lines until reaching SR56. It would then transition to underground for

approximately 3.5 miles east within the SR56 property limits. It could transition from the edge of the roadway initially to the center divide at the bridge located about .1 miles east of the overhead wires and .6 miles west of Camino Del Sur, and then continue in the median. It would have to cross additional bridges at Camino Del Sur and .7 miles east of Camino Del Sur and then move under Peñasquitos Blvd. at the SR56 overpass. It would then continue .3 miles south on Peñasquitos Blvd. to Chicarita.

Among Alternate Route 2's advantages are:

- It requires only about 3.5 miles of underground line, .8 miles less than what SDG&E's Preferred Route requires – and would certainly prove less expensive.
- Its underground portion could be placed almost entirely within the median of SR56, easing installation and mitigating traffic impact concerns. SDG&E's Preferred Route runs through parks, preserves, and a roadway without a center median.
- This Route eliminates environmental impact. It runs entirely under the median of a public roadway – Not through sensitive environmental preserves. This could even reduce or eliminate the potential for expensive lawsuits brought on by concerned environmental groups.
- No additional easement acquisition is required with this option. It is entirely within SR56 (where permission from CalTrans would be required) and City roadway (where SDG&E has franchise rights to underground facilities).

Alternate Route 2 requires 1.9 miles of addition to existing overhead lines and 3.5 miles of new underground facilities. Its relative cost is 19.00, or .35 less than that of SDG&E's Preferred Route. This route also impacts only 3 homes, a full 149 less than those impacted by SDG&E's Preferred Route. Further, all 3 of the homes impacted are already adjacent to existing overhead lines in vacant corridors. None of this route would run through parks, preserves, riparian or other sensitive habitat, or narrow roadways.

Alternate Route 3 – Los Peñasquitos Canyon Preserve and Mercy Road

This route is shown on the attached Map as a dashed yellow line and is in the attached Alternate Route Analysis spreadsheet in yellow. This alternate route is a departure from the thinking around the other alternate routes in that it runs further than SDG&E's Preferred Route through the Los Peñasquitos Canyon Preserve. Many will find it objectionable and some will reject it out-of-hand for that reason alone. It is however, an attractive alternative that is at least worthy of study.

This route is also a departure from the others in that it does not run through Chicarita. Instead, it connects to existing overhead lines at Scripps-Poway Parkway and Ivy Hill Drive in Scripps Ranch. Rather than change the base and the other alternatives to match this different end-point, the 1.6 miles of overhead required to run from Ivy Hill Dr to Chicarita, and the homes impacted by that overhead, were subtracted from the analysis of Alternate Route 3. In other words, this route avoids 1.6 miles of addition to existing overhead lines and avoids impacting 44 adjacent homes by not heading to Chicarita.

Alternate Route 3 would travel underground south from the End of Park Village and then turn east, following SDG&E's Preferred Route until it turns towards Park Village Road

near Darkwood Drive. Instead, this route would continue through the Preserve to the end of Canyonside Park Drive, for a total of about 2 miles in the Preserve. It would then continue about .6 miles east under Canyonside Park Drive to Black Mountain Road. It would turn south under Black Mountain Road to Mercy Road, where the underground line would turn east and continue under Mercy Road for 1.3 miles to the I-15 overpass. Mercy Road changes names at the overpass and the line would continue under Scripps-Poway Parkway for another .9 miles to the vicinity of Ivy Hill Dr, where it would transition to existing overhead from the Sycamore Canyon Substation.

Among Alternate Route 3's advantages are:

- It avoids the additional overhead lines required to reach Chicarita and the impact of those lines to 44 adjacent homes.
- It impacts only 35 homes that are adjacent to its new route under Scripps-Poway Parkway and Mercy Road.

Alternate Route 3 requires about 5 miles of new underground facilities and avoids 1.6 miles of addition to existing overhead lines. Its relative cost is 21.13, or 1.78 more than that of SDG&E's Preferred Route. This route impacts a net of -9 homes, a full 161 less than those impacted by SDG&E's Preferred Route. Further, the 35 homes it does impact are adjacent to new underground facilities under the roadway of Scripps-Poway Parkway/Mercy Road. The route through the park would be through abandoned sewage facilities and would avoid riparian or other sensitive pristine habitat.

Recommendations & Conclusions

While this analysis does not endorse the need for or wisdom of the Sunrise Powerlink in its entirety or the need for or wisdom of its Coastal Link, it does address which is the best and least impacting route through Rancho Peñasquitos. To that end:

1. Alternate Route 2, under SR56, is the route that would impact the Rancho Peñasquitos Community the least.
2. If, for some reason, CalTrans will not allow this route to proceed, Alternate Route 1, under Carmel Valley Road appears the best second choice.
3. Finally, Alternate Route 3, through the preserve and under Mercy Road, would be the 3rd best option under this analysis.

Suffice it to say that any of these alternate routes is preferable to the route proposed and preferred by SDG&E. Rancho Peñasquitos will be better served by any of the alternate routes. SDG&E did not conduct a thorough analysis of alternatives and sought only to use its right-of-way unless and until that was proven unworkable.

Alternate Route Analysis

Alternate Routes through Rancho Penasquitos for SDG's Sunrise Powerlink's Coastal Link

Route	Location		Add to Undeveloped	Existing Parking Lot	New Underground			Totals	Notes
					Roadway	Park	Undeveloped		
SDG&E Preferred Route	End of Park Village through Los Penasquitos Canyon Preserve	Miles					1.60		New underground through the Preserve
		Homes							
	Park Village Road - Darkwood to Brickellia	Miles			0.80				New Underground Under Park Village Rd
		Homes			29				
	ROW - West Chase Greenbelt	Miles				0.30			Approx 1,550 ft through the middle of a Landscaped Community Park.
		Homes				34			
	ROW - West Chase to Penasquitos Blvd to Cantabria Apts at Azuagua	Miles					1.60		Under undeveloped ROW. Apts adjacent to ROW – No structures w/in 100 ft - Next to Chicarita Substation
	Homes					89			
	Totals	Miles	0.00	0.00	0.80	1.90	1.60	4.30	Approx 4.3 miles new Underground with 152 Adjacent Homes within
		Homes	0	0	29	34	89	152	approx 100 ft
	Relative Cost (Underground miles x 4.5)		0.00	0.00	3.60	8.55	7.20	19.35	Base Case for Comparison
Alternate Route 1 Carmel Valley Rd	End of Park Village to Carmel Valley Rd	Miles	2.20						Addition to Existing Overhead Lines
		Homes	3						
	Carmel Valley Rd - Via Albertura to just East of Black Mountain Rd	Miles			2.70				New Underground - under the 110 ft wide Carmel Valley Rd Median
		Homes			23				
	Carmel Valley Rd just East of Black Mountain Rd to Cantabria Apts at Azuagua & Penasquitos Blvd	Miles	2.30						Addition to Existing Overhead Lines. Apts adjacent to ROW – No structures w/in 100 ft - Next to Chicarita Substation
		Homes	22						
	Totals	Miles	4.50	0.00	2.70	0.00	0.00	7.20	4.5 miles added to Existing Overhead, 2.7 miles new Underground, and 48
		Homes	25	0	23	0	0	48	Adjacent Homes
	Relative Cost (Underground miles x 4.5)		4.50	0.00	12.15	0.00	0.00	16.65	
							2.70		Less Expensive than SDG&E's Preferred Route
Alternate Route 2 SR56	End of Park Village to SR56	Miles	1.90						Addition to Existing Overhead Lines
		Homes	3						
	SR56 - 1.1 Miles NW of Camino Del Sur to Penasquitos Blvd	Miles			3.50				New Underground - under SR56. Requires transitions: 1) From existing overhead to underground at SR56 2) To median at Bridge .6 miles NW of Camino Del Sur 3) Across Bridge at Camino Del Sur 4) Across Bridge .7 miles SE of Camino Del Sur 5) To Penasquitos Blvd median and East Apts adjacent to ROW – No structures w/in 100 ft - Next to Chicarita
		Homes							
	Penasquitos Blvd - SR56 Overpass to Cantabria Apts east of Azuagua	Miles			0.30				
		Homes							
	Totals	Miles	1.90	0.00	3.80	0.00	0.00	5.70	1.9 miles added to Existing Overhead, 3.8 miles new Underground, and 3
		Homes	3	0	0	0	0	3	Adjacent Homes
	Relative Cost (Underground miles x 4.5)		1.90	0.00	17.10	0.00	0.00	19.00	
							0.35		Less Expensive than SDG&E's Preferred Route
Alternate Route 3 Los Penasquitos Canyon Preserve & Mercy Rd	End of Park Village through Preserve to Canyonside Park Dr	Miles				2.00			New underground through the Preserve
		Homes							
	East under Canyonside Park Dr to Black Mountain Rd	Miles			0.60				New Underground under Canyonside Park Dr
		Homes							
	South under Black Mountain Rd to Mercy Rd	Miles			0.25				New Underground under Black Mountain Rd
		Homes							
	East under Mercy Rd to 1-15 Overpass	Miles			1.30				New Underground under Mercy Rd
		Homes			25				
	Continue East under Scripps Poway Parkway to Ivy Hill Drive	Miles			0.90				New Underground under Scripps Poway Parkway and transition to existing overhead
		Homes			10				
Avoidance - Scripps Poway Pkwy @ Ivy Hill Dr to Chicarita Substation	Miles	-1.60							This section would be avoided under this alternative. These numbers are a reduction of cost & impact.
	Homes	-44							
	Totals	Miles	-1.60	0.00	3.05	2.00	0.00	3.45	Approx 5 miles new underground & avoids of 1.6 miles overhead - 35
		Homes	-44	0	35	0	0	-9	homes near new underground and avoids 44 homes with existing overhead
	Relative Cost (Underground miles x 4.5)		-1.60	0.00	13.73	9.00	0.00	21.13	
							-1.78		Slightly more than SDG&E's Preferred Route



NATURAL RESOURCES DEFENSE COUNCIL

October 2, 2006

Field Manager
Bureau of Land Management
El Centro Field Office
1661 S 4th Street
El Centro, CA 92243

Re: Scoping for Joint Environmental Impact Statement/Environmental Impact Report and Proposed land Use Plan Amendment for the Proposed Sunrise Powerlink Project, San Diego and Imperial Counties, CA

Dear BLM Manager:

This letter constitutes the response of NRDC – the Natural Resources Defense Council – to the scoping notice for the above-captioned document that was published in the Federal Register on August 31, 2006. See 71 FR 51848-849. NRDC is a national environmental advocacy organization with approximately 1.2 million members and supporters, some 250,000 of whom live in California. NRDC has two offices in California and a long history of efforts to protect and conserve the State's natural resources, including wilderness lands, on both state and federal public lands. In particular, NRDC participated in the development of the current General Plan for Anza-Borrego Desert State Park and, during that process, urged full protection for its outstanding wilderness values.

NRDC also has a long history of advocacy promoting the increased use of energy efficiency and renewable energy sources to meet California's energy needs. NRDC also recognizes that some new transmissions will be needed in order to significantly increase our use of renewable energy. Most recently, we sponsored two landmark pieces of state legislation designed to achieve that goal – AB 32 (Núñez) and SB1368 (Perata), which were both signed into law last week.

NRDC believes that the goals of increased reliance on renewables and protection of our nation's unique and sensitive places are not necessarily in conflict. Nonetheless, as the California Department of Parks and Anza-Borrego Park itself have concluded, all the proposed routes for the Sunrise Powerlink that have been made public to date do conflict with the mission and resources of the Park. See Attachment 1 to this letter. The alternatives section is the key to both the environmental impact statement and environmental impact report processes. See, e.g., 40 CFR §1502.14. It is imperative that alternative routes for this project that do not go through Anza-Borrego Desert State Park be fully explored and considered.

www.nrdc.org

111 Sutter Street 20th Floor
San Francisco, CA 94104
TEL 415 875-6100 FAX 415 875-6161

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BLM Manager
October 2, 2006
Page 2

Attachment 1 to this letter is a document detailing the concerns of the State Parks Department and Anza-Borrego Park as of September 5, 2006 regarding the current proposal. By this reference, we incorporate their concerns as our own and submit them for the record as our scoping comments on this project.

Thank you in advance for considering our comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Johanna H. Wald". The signature is fluid and cursive, with a large initial "J" and "W".

Johanna H. Wald
Senior Attorney

**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

In the Matter of the Application of
San Diego Gas & Electric Company
(U-902-E) for a Certificate of Public
Convenience and Necessity for the
Sunrise Powerlink Transmission Project

A.06-08-010
(filed August 4, 2006)
A.05-12-014
(filed December 14, 2005)

**PREHEARING CONFERENCE STATEMENT OF
CALIFORNIA DEPARTMENT OF PARKS AND RECREATION**

**CALIFORNIA DEPARTMENT
OF PARKS AND RECREATION**

Ruth Coleman, Director
Bradly S. Torgan, AICP, General Counsel
P O. Box 942896
Sacramento, CA 94296
Telephone: (916) 653-6695
Facsimile: (916) 653-6374
E-Mail: rcole@parks.ca.gov
btorgan@parks.ca.gov

Michael L. Wells, Ph.D., Superintendent
Colorado Desert District
200 Palm Canyon Drive
Borrego Springs, CA 92004
Telephone: (760) 767-4037
Facsimile: (760) 767-3427
mwells@parks.ca.gov

**BEFORE THE PUBLIC UTILITIES COMMISSION
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(filed August 4, 2006)
A.05-12-014
(filed December 14, 2005)

**PREHEARING CONFERENCE STATEMENT OF
CALIFORNIA DEPARTMENT OF PARKS AND RECREATION**

Pursuant to the August 25, 2006 Administrative Law Judge's Ruling Setting Date for Prehearing Conference Statements and Extended Time for Filing Protests and applicable rules of the California Public Utilities Commission, the California Department of Parks and Recreation ("State Parks") submits this prehearing conference statement on the application of San Diego Gas & Electric Company ("SDG&E") for a Certificate of Public Convenience and Necessity for its proposed Sunrise Powerlink Transmission Project ("application"). In particular, State Parks offers these comments on substantial deficiencies in the Proponent's Environmental Assessment filed with the application that must be addressed during consideration of the application. State Parks requests any ruling on the scope of the proceedings in this matter reflect these concerns.

I. STATE PARKS' INTEREST IN THE PROCEEDINGS

State Parks has completed its initial review of SDG&E's Proponent's Environmental Assessment ("PEA") for the Sunrise Powerlink. State Parks is

being asked by SDG&E to bear a substantial burden for the project by agreeing to allow a proposed 500 kV electrical transmission line to bisect the heart of Anza-Borrego Desert State Park ("ABDSP" or "Park"), the largest of California's state parks. While the proposed Preferred Alternative route would approximate an existing 92/69 kV transmission line right-of-way, along an approximate 23-mile length of the Park, the scale of the proposed project dwarfs the existing transmission line in size and magnitude of environmental impact to ABDSP. State Parks staff in the Colorado Desert District¹ has been cooperating with SDG&E and its consultants for some time in SDG&E's need for information as it developed a proposed project, including sharing of environmental data, project alternatives, and facilities siting. State Parks agreed to work with SDG&E to assist it in developing an accurate database of baseline conditions, and to attempt to minimize impacts from the project to ABDSP. After now having the opportunity to review the PEA for the proposed project, however, including the project alternatives and environmental impacts analyses, State Parks concludes that the proposed project is not compatible with its goals, objectives, and mandates. This project does not provide a net benefit to ABDSP, and would forever change the character of this pristine Park and wilderness areas. Moreover, the flaws in the PEA, if carried forward to the final environmental documentation, will result in a legally inadequate analysis.

State Parks is not in a position to argue the case for or against the need for an additional transmission line into the San Diego region. That is outside our area

¹ ABDSP is located in State Parks' Colorado Desert District.

of expertise. However, State Parks is a Trustee Agency under the California Environmental Quality Act (CEQA) charged with preservation of park properties within its jurisdiction. We, along with the California State Park and Recreation Commission, are also Responsible Agencies pursuant to CEQA. Unlike many other land management agencies, State Parks is not an agency dedicated to multiple uses of the land. Our purpose is to conserve and manage the resources on the lands we oversee, not accommodate development projects that do not benefit State Parks and its mission. Therefore, we believe that park land should be viewed with State Parks' mission and purpose in mind when evaluating impacts. Impacting dedicated State Parks lands, in our view, is not the same as impacting undeveloped private lands, or lands of agencies that by design are able to accommodate the types of development projects that the Sunrise Powerlink represents

State Parks' specific concerns with both the project in general and the conclusion outlined in the PEA fall into seven general areas: 1) inadequacy of the alternatives analysis; 2) land use impacts; 3) impacts to State Wilderness; 4) impacts to visual resources; 5) impacts to biologic resources; 6) impacts to recreational resources; and 7) impacts to cultural resources

II. INADEQUACY OF ALTERNATIVES ANALYSIS

All Sunrise Powerlink routes, both the proposed and alternatives, pass through ABDSP. This is not acceptable. The alternatives analysis in the PEA lists

a number of alternative routes that were preliminarily reviewed but summarily rejected as infeasible or otherwise inadequate to meet project objectives. Many of the assertions of infeasibility are based on faulty analysis and incorrect conclusions. Additionally, SDG&E's project objectives, not surprisingly, lead to a focus on alternatives that are simplest, cheapest and quickest for SDG&E. These objectives, however, should not necessarily be the objectives approved by the California Public Utilities Commission ("CPUC"). Objectives most convenient for SDG&E are not necessarily the most appropriate for State Parks or the citizens of California. Moreover, an environmentally superior alternative may not be SDG&E's preferred choice, but it may be superior for the citizens of California.

SDG&E may not assert the infeasibility of an alternative based on inconsistency with or need to amend a governing land use management plan because, as is explained further below in this section and in the sections on Land Use and State Wilderness impacts, the proposed project is not consistent with the ABDSP General Plan and will require amendment. SDG&E may also not assert the infeasibility of an alternative based on claimed lack of support from the body or agency with the authority to alter that plan, or the claimed lack of support for any responsible agency, for that matter. This implies support from responsible agencies that has not yet been demonstrated.

In the alternatives comparison tables in Chapter 3 (pgs. 3-11, 12, &13), it appears that the proposed project actually has greater impacts to a number of sensitive resources (e.g., floodplain, critical habitat, State Wilderness, etc.) than

the rejected alternatives. Impacts to military resources and operations also appear greater. All this is contrary to the conclusion that the preferred route impacts are less than the alternatives.

The area of alternatives analysis that focuses on visual impacts asserts project impacts are less, but gives a misleading comparison between federal and state lands. The Cleveland National forest has designated "viewshed acres" which are considered sensitive to visual impacts. The proposed project is shown to have no designated viewshed acres. State Parks, however, does not designate its lands in this fashion, unlike the U.S. Forest Service, because it does not anticipate having development projects within State Parks that might impact visual resources. We believe that most or all of the views within ABDSP should be considered sensitive based on the State Wilderness designation that covers much of the Park,² but the alternatives analysis fails to acknowledge this, thus giving a false comparison. This leads to a false conclusion that the visual impact is less if the project runs through the Park.

There is also an assumption that impacting the Cleveland National Forest is somehow equivalent or worse than impacting ABDSP. The U.S. Forest Service, which manages Cleveland National Forest, is a multi-use land management agency. As mentioned above, it is able to accommodate a new transmission line more readily than State Parks by the very nature of its mandate. The fact that the Cleveland National Forest's Forest Plan would need to be amended is not a sufficient enough barrier to rule out this option. The ABDSP General Plan would

² See section IV., *infra*

also have to be amended, and 73 acres of State Wilderness rescinded by the California State Park and Recreation Commission in order to accommodate the proposed transmission line.

Several alternative routes that travel south of ABDSP are discussed in PEA but rejected for various reasons, some of which are poorly and inadequately defended. It also appears that several potential alternatives have been summarily rejected based on the need to acquire rights-of-way or exercise eminent domain beyond that which might be required for the proposed project. This is primarily a claim of economic infeasibility. A more costly alternative is not, in and of itself, infeasible. The additional costs or lost profitability must be sufficiently severe so as to render it impractical to proceed with the project. *Citizens of Goleta Valley v. Bd. Supervisors* (1988) 197 Cal App 3d 1167. Moreover, as case law is clear, claims of financial infeasibility must be borne out by substantial evidence. See, e.g. *County of San Diego v. Grossmont-Cuyamaca Community College District* (2006) 141 Cal App.4th 86. Although our review of the PEA is continuing, we have yet to see such evidence.

Similarly, claimed lack of support from a potential responsible agency cannot be grounds for rejection of an alternative at this time. Claimed lack of support merely factors into whether eminent domain action would be necessary and whether such action is authorized. In some circumstances, however, public utilities in California can exercise the power of eminent domain and, as the United States Departments of Interior and Energy have recently noted in a report to

Congress, even tribal lands can be subject to eminent domain through appropriate legislative action.³

Given the rather superficial analyses of alternatives, one or more alternatives that avoid ABDSP must be studied in far greater depth to assess their feasibility. In our discussion with SDG&E regarding a project route through ABDSP, we were able to reduce impacts from the original proposal through specific adjustments of the route. While the impacts are still significant, detailed siting can result in reduced impacts. This same specific siting approach should be applied to one or more alternatives that avoid ABDSP to reduce the impacts from these rejected alternatives further, and thus make them viable alternatives for consideration.

III. LAND USE IMPACTS

The CEQA Significance Criteria for impacts to land use are listed in the PEA (page 5.1-1). Two of the criteria are: 1) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project; and 2) create long-term disturbances that would disrupt an established land use. The PEA indicates that with the proposed mitigation measures, land use impacts to ABDSP will not be significant. The PEA also indicates that the proposed project is compatible and consistent with land uses within ABDSP, and that the project will not have a significant impact to land use. The ABDSP General Plan is cited as

³ *Draft Report to Congress Energy Policy Act of 2005, Section 1813 Indian Land Rights-of-Way Study*, U.S. Dept. of Energy, U.S. Dept. of Interior, August 7, 2006

accommodating the project because it includes the existing powerline right-of-way within the General Plan as an acceptable land use.

State Parks disagrees with SDG&E's assessment that the proposed project is consistent with and an allowable use under the current ABDSP General Plan. The excerpt from the ABDSP General Plan cited on pages 3-9 of the PEA in support of its assertion merely recognizes that SDG&E and the Imperial Irrigation District have existing rights-of-way within ABDSP, and that State Parks will work with SDG&E and the Imperial Irrigation District to try and resolve the inherent conflicts of future energy needs and conservation of Park resources, and the size and location of any future facilities within those rights-of-way. SDG&E, however, is seeking land outside of its existing rights-of-way, including encroachment into State Wilderness. As discussed further in the State Wilderness Impacts section below, the proposed project is not compatible with uses allowed in State Wilderness lands. The proposed project would require an amendment to the ABDSP General Plan and a redesignation of State Wilderness by the California State Park and Recreation Commission.

Additionally, as discussed in detail in the Visual Impacts section below, the visual impacts to the Park from the proposed project would seriously disrupt the existing land use as a scenic park, and this impact cannot be mitigated to a level less than significant. State Parks judges the impacts from the project on land use issues in ABDSP to be significant under CEQA standards, regardless of any potential mitigation.

IV. STATE WILDERNESS IMPACTS

ABDSP supports over 400,000 acres of designated State Wilderness for the purpose of public enjoyment of the wilderness experience, the conservation of important biological and cultural resources, scientific research, and public education. This represents over 80% of all lands so designated in California.

State Wilderness is defined by statute in Public Resources Code section 5019.68

which, in part, states:

State wildernesses, in contrast with those areas where man and his own works dominate the landscape, are hereby recognized as areas where the earth and its community of life are untrammelled by man and where man himself is a visitor who does not remain. A state wilderness is further defined to mean an area of relatively undeveloped state-owned or leased land which has retained its primeval character and influence or has been substantially restored to a near-natural appearance, without permanent improvements or human habitation, other than semi-improved campgrounds...

Wilderness is meant to be forever, and is not open to the developments of man. We cannot recall the California State Park and Recreation Commission having ever removed land from the State Wilderness system. To do so for this project would set a dangerous precedent that would mean that State Park lands and State wilderness are merely held in trust by the State of California until such time as they may be needed by private developers or utility companies.

The impacts to State Wilderness from the proposed project are not just the direct impacts of constructing a 500kV transmission line on lands so designated. The visual and recreational impacts of the line will substantially diminish

enjoyment of the wilderness experience from potentially tens of thousands of additional acres of State Wilderness lands.

The impacts to State Wilderness from a proposed 500kV transmission line through ABDSP, both direct and indirect, are significant and the proposed 2:1 mitigation ratio is completely inadequate compensation.

V. VISUAL IMPACTS

The PEA concludes, and State Parks concurs, that the visual impacts to ABDSP from the proposed project would be significant. It is our view that these impacts cannot be mitigated below a level of significance given their severity and the lack of practical measures available to off-set the impacts. There is a tone in the PEA, though, that because there is an existing transmission line passing through ABDSP, this new powerline will not create a major change in public perception of the land. This is far from accurate. The current 92/69 kV line is only 40-50 feet tall and mounted on wooden poles. The new lattice or "H" towers will average 130 feet in height and be much more obvious in the landscape. This project is not just a matter of increase in degree, but a major order of magnitude impact to visual resources.

In Section 5.9.1 of the PEA, CEQA criteria are listed to judge the significance of adverse impacts to visual resources, including: 1) has a substantial adverse effect on a scenic vista; 2) substantially damages scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within

a designated state scenic highway; and 3) substantially degrades the existing visual character or quality of the site and its surroundings. The proposed project, with approximately 140 towers averaging 130-feet in height, and transmission lines strung between them, would be a significant impact under all three of the above criteria.

This project would change one of the fundamental characteristics of ABDSP, its unspoiled scenic vistas. This is a key element of what makes ABDSP what it is, and what the public visits to enjoy, the unsurpassed desert vistas. This is also one of the reasons so much of ABDSP is designated as State Wilderness. Destroy the vistas and you destroy much of the basis for the designation, not just for the land directly taken for the transmission lines, but also for the land from which the vistas would be permanently altered.

VI. BIOLOGICAL RESOURCES IMPACTS

Although the biological consultants for the project proponent made a good faith effort to complete a biological study of the proposed preferred alternative route in the late spring and early summer of a drought year (2006) here in the Anza-Borrego Desert State Park region, the inventory and analyses of biological impacts of the proposed projects is inadequate.

Throughout the 135 pages of biological impact analysis included in the PEA, assumptions are repeatedly made that the impacts of the preferred alternative project would be less than significant. An assumption is made that since there is

already a 69kV line (with 40-50' tall poles) through this area of ABDSP; that building a 500kV transmission line (with 130-150' tall towers) "would not present a new obstacle for birds that frequent the area; therefore no significant increase in collision risk is expected." (Sunrise Powerlink Project PEA at 5.2-72.) According to the project proponent, impacts to wildlife corridors through ABDSP from the proposed 500kv transmission line and 130' tall towers would be "considered less than significant and no mitigation is required." (*Id.*) We respectfully and strongly disagree with these assumptions. State Parks staff believes that the mitigation measures and compensation ratios proposed to date for impacts to sensitive species and natural communities are woefully inadequate, particularly given that the lands on which they are occurring are State Park lands and State Wilderness lands set aside in perpetuity for the preservation of native habitats and species.

VII. IMPACTS TO RECREATION

Recreational impacts from the project involve two issues. The first is the visual impacts of the project upon the recreational enjoyment of ABDSP. Quite simply, much of the recreational value of ABDSP rests in its scenic vistas and relatively unspoiled beauty. This has already been discussed and is judged to be a significant but unmitigated impact. The second concern is the impacts of the project on the Tamarisk Grove campground. The proposed project would be directly adjacent to the campground. An existing 69kV transmission line currently is

adjacent to the campground, but is somewhat screened by tamarisk trees on the edge of the campground. The PEA makes the following statement (page 5 5-4-5.5-5):

The permanent addition of new industrial structures, such as transmission structures and substations, conflict with the natural background of many of these recreational resources, and can also disrupt the individual's enjoyment and recreational activities. While the location of the Proposed Project in developed recreation areas such as the Tamarisk Grove Campground within this segment will not add a new feature to the landscape (because there already is a 69kV transmission line in this alignment), the 500 kV transmission line will be larger and more noticeable to the user. This could affect the experience of the user or possible decrease use in the short term. However, over time, the presence of the larger line would be expected to become common to the visitor as the existing 69 kV transmission line has been

Based upon this assumption, the PEA states that recreational impacts are less than significant. State Parks disagrees with this assessment. There is no evidence cited in the PEA that people will acclimate to camping adjacent to a 500 kV transmission line that will be significantly more dominant in the campground area than the existing, much smaller line. Correct or not, the general public perception that there are health risks in close proximity to larger powerlines will make the public reluctant to use the campground. ~~Tamarisk Grove campground is~~ a source of income for State Parks, and State Parks takes any loss of income very seriously. The burden of proof is on SDG&E to clearly demonstrate their contention that recreational activities will not be significantly impacted at this campground. Otherwise, the impact of the proposed project on recreation and recreational facilities should be considered significant.

Respectfully submitted, September 5, 2006.

CALIFORNIA DEPARTMENT OF
PARKS AND RECREATION

Ruth Coleman, Director

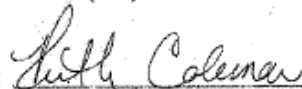
P.O. Box 942896

Sacramento, CA 94296

Telephone: (916) 653-6695

Facsimile: (916) 653-6374

By:



Ruth Coleman

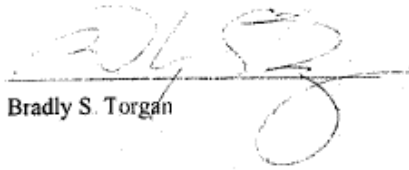
CERTIFICATE OF SERVICE

I, Bradly S. Torgan, hereby certify under penalty of perjury that I have on this 5th day of September, 2006 served a copy of **PREHEARING CONFERENCE STATEMENT OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION** on all known parties to proceeding A.06-08-010 and A.05-12-014 by mailing a properly addressed copy by first-class mail to:

Steven A. Weissman
California Public Utilities Commission
Division of Administrative Law Judges
Room 5017
505 Van Ness Avenue
San Francisco, CA 94102-3214

and to all parties on the attached service list via electronic and/or mail.

Executed on September 5, 2006 at Sacramento, California.



Bradly S. Torgan

**SERVICE LIST A.06-08-010
(Consolidated with A.05-12-104)**

Appearance

THOMAS A. BURHENN
SOUTHERN CALIFORNIA EDISON
2244 WALNUT GROVE AVENUE
ROSEMEAD, CA 91770

SCOT MARIIN
PO BOX 1549
BORREGO SPRINGS, CA 92004

CONNIE BULL
24572 RUTHERFORD ROAD
RAMONA, CA 92065

DIANE J. CONKLIN
MUSSEY GRADE ROAD ALLIANCE
PO BOX 683
RAMONA, CA 92065

PAM WHALEN
24444 RUTHERFORD ROAD
RAMONA, CA 92065

FREDERICK M. ORLIEB
OFFICE OF CITY ATTORNEY
CITY OF SAN DIEGO
1200 THIRD AVENUE, 11TH FLOOR
SAN DIEGO, CA 92101

MICHAEL SHAMES
ATTORNEY AT LAW
UTILITY CONSUMERS' ACTION NETWORK
3100 FIFTH AVENUE, SUITE B
SAN DIEGO, CA 92103

KEVIN O'BEIRNE
SAN DIEGO GAS & ELECTRIC COMPANY
8330 CENIURY PARK COURT, CP32D
SAN DIEGO, CA 92123

DAVID HOGAN
CENTER FOR BIOLOGICAL DIVERSITY
PO BOX 7745
SAN DIEGO, CA 92167

PATRICIA C. SCHNIER
14575 FLAHEAD RD.
APPLE VALLEY, CA 92307

MICHEL PETER FLORIO
ATTORNEY AT LAW
THE UTILITY REFORM NETWORK (TURN)
711 VAN NESS AVENUE, SUITE 350

DON WOOD SR.
PACIFIC ENERGY POLICY CENTER
4539 LEE AVENUE
LA MESA, CA 91941

DAVID LLOYD
ATTORNEY AT LAW
CABRILLO POWER I, LLC
4600 CARLSBAD BLVD.
CARLSBAD, CA 92008

DIANE CONKLIN
MUSSEY GRADE ROAD
RAMONA, CA 92065

ELIZABETH EDWARDS
RAMONA VALLEY VINEYARD ASSOCIATION
26502 HIGHWAY 78
RAMONA, CA 92065

MARY ALDERN
36264 MONTEZUMA VALLEY ROAD
RANCHITA, CA 92066

HARVEY PAYNE
RANCHO PENASQUITOS CONCERNED CITIZENS
600 W. BROADWAY, STE. 400
SAN DIEGO, CA 92101

PAUL BLACKBURN
SIERRA CLUB, SAN DIEGO CHAPTER
3820 RAY STREET
SAN DIEGO, CA 92104

JOHN W. LESLIE
ATTORNEY AT LAW
LUCE, FORWARD, HAMILTON & SCRIPPS
11988 EL CAMINO REAL, SUITE 200
SAN DIEGO, CA 92130

CARRIE DOWNEY
HORTON KNOX CARTER & FOOTE
895 BROADWAY
ELCENTRO, CA 92243

BILLY BIATINER
SAN DIEGO GAS & ELECTRIC COMPANY
601 VAN NESS AVENUE, SUITE 2060
SAN FRANCISCO, CA 94102

OSA I. WOLFF
ATTORNEY AT LAW
SHUIE, MIHALY & WEINBERGER, LLC
396 HAYES STREET

SAN FRANCISCO, CA 94102

REGINA DEANGELIS
CALIF PUBLIC UTILITIES COMMISSION
LEGAL DIVISION
ROOM 4107
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

NORMAN J. FURUIA
FEDERAL EXECUTIVE AGENCIES
10TH FLOOR, MS 1021A
333 MARKET STREET
SAN FRANCISCO, CA 94105-2195

BRIAN I. CRAGG
ATTORNEY AT LAW
GOODIN MACBRIDE SQUERI RITCHIE & DAY LLP
505 SANSOME STREET, SUITE 900
SAN FRANCISCO, CA 94111

JAMES H. CALDWELL JR.
PEM ENERGY, INC.
1650 E NAPA STREET
SONOMA, CA 95476

Information Only

CLAY E. FABER
SOUTHERN CALIFORNIA GAS COMPANY
555 WEST FIFTH STREET, GT-14E7
LOS ANGELES, CA 90013

KELLY FULLER
PO BOX 1993
ALPINE, CA 91903

REBECCA PEARI
POLICY ADVOCATE, CLEAN BAY CAMPAIGN
ENVIRONMENTAL HEALTH COALITION
401 MILE OF CARS WAY, STE. 310
NATIONAL CITY, CA 91950

TOM GORTON
BORREGO SUN
PO BOX 249
BORREGO SPRINGS, CA 92004

DAVE DOWNEY
NORTH COUNTY TIMES
207 E. PENNSYLVANIA AVENUE
ESCONDIDO, CA 92025

WALLY BESUDEN
PRESIDENTI
SPANGLER PEAK RANCH, INC
PO BOX 1959
ESCONDIDO, CA 92033

LAUREL GRANQUIST
PO BOX 2486

SAN FRANCISCO, CA 94102

RORY COX
311 CALIFORNIA STREET, SUITE 650
SAN FRANCISCO, CA 94104

DAVID KATES
DAVID MARK AND COMPANY
3510 UNOCAL PLACE, SUITE 200
SANTA ROSA, CA 95403-5571

JEDEDIAH J. GIBSON
ATTORNEY AT LAW
ELLISON, SCHNEIDER & HARRIS LLP
2015 H STREET
SACRAMENTO, CA 95814

CASE ADMINISTRATION
SOUTHERN CALIFORNIA EDISON COMPANY
ROOM 370
2244 WALNUT GROVE AVENUE
ROSEMead, CA 91770

MATTHEW JUMPER
SAN DIEGO INTERFAITH HOUSING FDN.
7956 LESIER AVE
LEMON GROVE, CA 91945

MICHAEL L. WELLS
CALIFORNIA DEPT. OF PARKS&RECREATION
200 PALM CANYON DRIVE
BORREGO SPRINGS, CA 92004

BOB & MARGARET BARELMANN
6510 FRANCISCAN ROAD
CARLSBAD, CA 92011

PAI/ALBERI BIANEZ
1223 ARMSIRONG CIRCLE
ESCONDIDO, CA 92027

GREG SCHUELL
PO BOX 1108
JULIAN, CA 92036

JOHN RAIFSNIDER
PO BOX 121

JULIAN, CA 92036

PAUL RIDGWAY
3027 LAKEVIEW DR.
PO BOX 1435
JULIAN, CA 92036-1435

CHRISTOPHER P. JEFFERS
24566 DEL ANO ROAD
RAMONA, CA 92065

MARY KAY FERWALI
24569 DEL ANO ROAD
RAMONA, CA 92065

PHILLIP & ELIANE BREEDLOVE
1804 CEDAR STREET
RAMONA, CA 92065

JOSEPH RAUH
RANCHITA REALTY
37554 MONTEZUMA VALLEY RD
RANCHITA, CA 92066

GLENDA KIMMERLY
PO BOX 305
SANTA YSABEL, CA 92070

KARL HIGGINS
PRESIDENT
HIGGINS & ASSOCIATES
1517 ROMA DRIVE
VISTA, CA 92083

E. GREGORY BARNES
ATTORNEY AT LAW
SAN DIEGO GAS & ELECTRIC COMPANY
101 ASH STREET, HQ 13D
SAN DIEGO, CA 92101

JIM BELL
4862 VOLTAIRE ST.
SAN DIEGO, CA 92107

SCOTT J. ANDERS
RESEARCH/ADMINISTRATIVE CENTER
UNIVERSITY OF SAN DIEGO - LAW
5998 ALCALA PARK
SAN DIEGO, CA 92110

ABBAS M. ABED
ELECTRIC AND GAS PROCUREMENT
SAN DIEGO GAS & ELECTRIC
8315 CENTURY PARK COURT, CP21D
SAN DIEGO, CA 92123

JENNIFER PORIER
POLICY ANALYST
DIEGO REGIONAL ENERGY OFFICE

JULIAN, CA 92036-0121

CAROLYN A. DORROH
RAMONA COMMUNITY PLANNING GROUP
17235 VOORHES LANE
RAMONA, CA 92065

LARA LOPEZ
16828 OPEN VIEW RD
RAMONA, CA 92065

MAUREEN ROBERTSON
EDITOR
RAMONA SENTINEL
611 MAIN STREET
RAMONA, CA 92065

CAROLYN MORROW
GOLIGHTLY FARMS
36255 GRAPEVINE CANYON ROAD
RANCHITA, CA 92066

STEVIE/CAROLYN ESPOSITO
37784 MONTEZUMA VALLEY ROAD
RANCHITA, CA 92066

DAN PERKINS
ENERGY SMART HOMES
983 PHILLIPS ST.
VISTA, CA 92083

WILLIE M. GATERS
1295 EAST VISTA WAY
VISTA, CA 92084

DONALD C. LIDDELL
ATTORNEY AT LAW
DOUGLASS & LIDDELL
2928 2ND AVENUE
SAN DIEGO, CA 92103

EPIC INTERN
EPIC/USD SCHOOL OF LAW
5998 ALCALA PARK
SAN DIEGO, CA 92110

CRAIG ROSE
THE SAN DIEGO UNION TRIBUNE
PO BOX 120191S
SAN DIEGO, CA 92112-0191

CENIRAL FILES
SAN DIEGO GAS & ELECTRIC
8330 CENTURY PARK COURT, CP31E
SAN DIEGO, CA 92123

ICM BLAIR
ENERGY ADMINISTRATOR
CITY OF SAN DIEGO

8520 TECH WAY SUITE 110
SAN DIEGO, CA 92123

EILEEN BIRD
12430 DORMOUSE ROAD
SAN DIEGO, CA 92129

SHERIDAN PAUKER
SHUYE, MIHALY & WEINBERGER LLP
396 HAYES STREET
SAN FRANCISCO, CA 94102

AARON QUINIANAR
RATE PAYERS FOR AFFORDABLE CLEAN ENERGY
311 CALIFORNIA STREET, STE 650
SAN FRANCISCO, CA 94104

MICHAEL S. PORTER
PACIFIC GAS AND ELECTRIC COMPANY
77 BEALE ST., MAIL CODE 13L RM 1318
SAN FRANCISCO, CA 94105

CALIFORNIA ENERGY MARKETS
517 - B POTRERO AVENUE
SAN FRANCISCO, CA 94110

DAVID I. KRASKA
ATTORNEY AT LAW
PACIFIC GAS AND ELECTRIC COMPANY
PO BOX 7442
SAN FRANCISCO, CA 94120

MRW & ASSOCIATES, INC.
1999 HARRISON STREET, SUITE 1440
OAKLAND, CA 94612

ANDREW B. BROWN
ATTORNEY AT LAW
ELLISON, SCHNEIDER & HARRIS, LLP
2015 H STREET
SACRAMENTO, CA 95814

KEVIN WOODRUFF
WOODRUFF EXPERT SERVICES, INC.
1100 K STREET, SUITE 204
SACRAMENTO, CA 95814

G. ALAN COMNES
CABRILLO POWER I LLC
3934 SE ASH STREET
PORTLAND, OR 97214

9601 RIDGEHAVEN COURT, SUITE 120
SAN DIEGO, CA 92123-1636

DIANE I. FELLMAN
ATTORNEY AT LAW
EPL ENERGY, LLC
234 VAN NESS AVENUE
SAN FRANCISCO, CA 94102

JUSTIN AUGUSTINE
THE CENTER FOR BIOLOGICAL DIVERSITY
1095 MARKET ST., SUITE 511
SAN FRANCISCO, CA 94103

JASON YAN
PACIFIC GAS AND ELECTRIC COMPANY
77 BEALE STREET, MAIL CODE B13L
SAN FRANCISCO, CA 94105

CALIFORNIA ENERGY MARKETS
517-B POTRERO AVENUE
SAN FRANCISCO, CA 94110

RICHARD W. RAUSHENBUSH
ATTORNEY AT LAW
LATHAM & WALKINS LLP
505 MONTGOMERY STREET, SUITE 2000
SAN FRANCISCO, CA 94111

J.A. SAVAGE
CALIFORNIA ENERGY CIRCUIT
3006 SHEFFIELD AVE
OAKLAND, CA 94602

LEGAL & REGULATORY DEPARTMENT
CALIFORNIA ISO
151 BLUE RAVINE ROAD
FOLSOM, CA 95630

AUDRA HARTMANN
REGIONAL DIRECTOR, GOV'T AFFAIRS
LS POWER GENERATION
980 NINTH STREET, SUITE 1420
SACRAMENTO, CA 95814

State Service

MARCUS NIXON

AARON J. JOHNSON

CALIF PUBLIC UTILITIES COMMISSION
PUBLIC ADVISOR OFFICE
320 WEST 4TH STREET SUITE 500
LOS ANGELES, CA 90013

CALIF PUBLIC UTILITIES COMMISSION
ORA - ADMINISTRATIVE BRANCH
ROOM 4202
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

BILLIE C. BLANCHARD
CALIF PUBLIC UTILITIES COMMISSION
TRANSMISSION PERMITTING & RELIABILITY BR
AREA 4-A
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

KEITH D WHITE
CALIF PUBLIC UTILITIES COMMISSION
RATEMAKING BRANCH
AREA 4-A
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

ROBERT ELLIOTT
CALIF PUBLIC UTILITIES COMMISSION
TRANSMISSION PERMITTING & RELIABILITY BR
AREA 4-A
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

SCOTT CAUCHOIS
CALIF PUBLIC UTILITIES COMMISSION
ELECTRICITY RESOURCES & PRICING BR
ROOM 4209
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

SCOTT LOGAN
CALIF PUBLIC UTILITIES COMMISSION
ELECTRICITY RESOURCES & PRICING BRANCH
ROOM 4209
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

STEVEN A. WEISSMAN
CALIF PUBLIC UTILITIES COMMISSION
DIVISION OF ADMINISTRATIVE LAW JUDGES
ROOM 5107
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

FERRIE D. PROSPER
CALIF PUBLIC UTILITIES COMMISSION
EXECUTIVE DIVISION
ROOM 5301
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

TRACI BONE
CALIF PUBLIC UTILITIES COMMISSION
LEGAL DIVISION
ROOM 5206
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

SUSAN LEE
ASPEN ENVIRONMENTAL GROUP
235 MONTGOMERY STREET, SUITE 935
SAN FRANCISCO, CA 94104

CLARE LAUFENBERG
CALIFORNIA ENERGY COMMISSION
1516 NINTH STREET, MS 46
SACRAMENTO, CA 95814

MARC PRYOR
CALIFORNIA ENERGY COMMISSION
1516 9TH ST, MS 20
SACRAMENTO, CA 95814

THOMAS FLYNN
CALIF PUBLIC UTILITIES COMMISSION
ENERGY RESOURCES BRANCH
770 I STREET, SUITE 1050
SACRAMENTO, CA 95814

JUDY GRAU
CALIFORNIA ENERGY COMMISSION
1516 NINTH STREET MS-46
SACRAMENTO, CA 95814-5512

TOM MURPHY
VP., SACRAMENTO OPERATIONS
ASPEN ENVIRONMENTAL GROUP
8801 FOLSOM BLVD., SUITE 290
SACRAMENTO, CA 95826

EL CENTRO FIELD OFFICE
EL CENTRO, CA

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STATEMENT BEFORE CPUC SCOPING MEETING—RAMONA
October 3, 2006

I am Diana Lindsay, President of the Anza-Borrego Foundation and Institute. We are a cooperating association established at the bequest of the California State Park and Recreation Commission, 40 years ago this coming year. Our mission is to support the Park through land acquisitions, education, programs, and research projects.

In the limited time that I have, I would like to focus on three areas of major concern that have not been adequately addressed by SDG&E. Areas, which clearly challenge the rational of constructing massive transmission lines through a state park and wilderness areas:

- 1) Environmental review, conducted under the CEQA, requires that project alternatives be included within the project review (Section 15126.6 a). Specifically, CEQA requires that alternatives be included that *“would avoid or substantially lessen any of the significant effects of the project.”* SDG&E did not include an alternative route that minimizes impacts to the Park. Per the CPUC directive issued at the pre-hearing, they have listed alternate routes that avoid the Park, but the listing is structured to justify their original plan rather than following the spirit of CEQA, which calls for lessening impacts to the Park. I would suggest that SDG&E’s goal was rather to pick the route that has the least impact to their bottom line.
- 2) The proposed project would likely have “Significant Unmitigable Environmental Impacts.” Impacts to “community character,” “visual,” and biological resources would likely be significant and unmitigable. This is probable, given the input provided by Ruth Coleman (Director of the CA State Parks, in her pre-hearing statement to the CPUC). As a result, the project could not be approved without the adoption of “Overriding Considerations” by the lead agency. What overrides are possible that would be used to offset the significant unmitigable impacts to the State Park?
- 3) State Wilderness lands. The current route selection would require that the 500 kilovolt transmission line cross State designated Wilderness Lands. This would require a determination from the California State Parks Commission to allow such an action. We know of no similar past actions to remove State designated Wilderness Lands. This is an unheard of precedent. Wilderness should not be viewed as the path of least resistance but rather as a last resort. SDG&E has not offered or made available to us alternate routes that do not intrude upon or violate the wilderness values that we hold so dear. Current plans will make the transmission lines visible for 90,000 acres. We are talking about transmission lines that are as tall as a 20-story building.

We are asking you to opposes the devastation of our wilderness legacy upon which this country was built. Let Parks Do Their Job – Let Parks Be Forever for Future Generations to Enjoy. The integrity of the Park must not be destroyed.

Submitted by Diana Lindsay, President
Anza-Borrego Foundation and Institute
P.O. Box 2001, Borrego Springs, CA 92004
760-767-0446 info@theabf.org
www.theabf.org

We have over 1400 members who are opposed to Sunrise Powerlink crossing the Park

**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

In the Matter of the Application of
San Diego Gas & Electric Company
(U-902) for a Certificate of Public
Convenience and Necessity for the
Sunrise Powerlink Transmission Project

Application No. 06-08-010
(filed August 4, 2006)

Application No. 05-12-014
(Filed December 14, 2005)

**PRELIMINARY SCOPING COMMENTS OF
COMMUNITY ALLIANCE FOR SENSIBLE ENERGY (CASE)**

Sent to:
Ms. Billie Blanchard, CPUC/Lynda Kastoll, BLM
c/o Aspen Environmental Group
sunrise@aspeneg.com

Dated: October 3, 2006

Mary Aldern, Carolyn Morrow, Joe Rauh
Co-directors, CASE
P.O. BOX 321
Warner Springs, CA 92086
(760)782-9036
(559)323-6750
Hikermomma1@yahoo.com

**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

In the Matter of the Application of
San Diego Gas & Electric Company
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Convenience and Necessity for the
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**PRELIMINARY SCOPING COMMENTS OF
COMMUNITY ALLIANCE FOR SENSIBLE ENERGY (CASE)**

Community Alliance for Sensible Energy (CASE) respectfully submits this collection of “Preliminary Scoping Comments” regarding SDG&E’s application for a Certificate of Public Convenience and Necessity for the Sunrise Powerlink Transmission Project.

Our new concerns are most easily understood by referring to figures 7 and 8 of the Notice of Preparation/Notice of Public Scoping Meetings for an Environmental Impact Report/Environmental Impact Statement on September 11, 2006^{1 2}: These figures depict an area of the “Proposed Project 500kV and Proposed Project 230kV” between the “San Felipe Substation” and indicator number “111,” a general portion of the “Central Link” section and it’s tie-ins, including the “Proposed Central East Substation,” plus the

¹ (Draft NOP/NPSM-SPL, CPUC 9-11-06)

² There are a number of new routes that have not been made public *in print* before September 11, 2006, when the draft NOP was mailed out, as the Amended Application, which was published August 4, was not made public in print form and further was not sent to people on disk unless they requested it. Consequently, our review and comments on the changes made to the proposed route and its new alternatives are only now being fully realized:

“Borrego Valley Alternative” and “SR-78 East Alternative,” and 3 separate sections of “SR-79 Alternative”, “S-2 Alternative, and the “SR-78 West Alternative.”

1. Specific Comments to New Alternate and Main Routes/New comments:

- a. The new route called “Borrego Valley Alternative” and linking to the new “SR-78 East Alternative,” from its north west endpoint, traverses “downtown” Ranchita, slices through the Sheep Canyon and Pinyon Ridge Wilderness Areas of Anza Borrego Desert State Park on a narrow in-holding road,³ contains archaeological sites,⁴ threatens school-children on the way to their bus-stops,⁵ and traverses known Peninsular Big Horn Sheep habitat and migratory routes (the endangered large mammal that Borrego Springs is named for).⁶
- b. The new proposed route including Mesa Grande Road goes through a VERY significant archaeological site,⁷ and also travels along school bus routes,⁸ and bus stops, passes through the grounds of our communities’ rural children’s daycare center,⁹ and Head Start Preschool.¹⁰
- c. The proposed Central East Substation in San Felipe would be devastated by the many miles of access roads in and near to this small community, and the light pollution emerging from this inappropriately sited substation (which also falls within the Palomar Observatory restricted light space).
- d. The proposal might hamper the best view from the new Casino under construction at the Santa Ysabel Indian Reservation.

³ Tubb Canyon Road

⁴ Anza Borrego Desert State Park archaeological record

⁵ Warner Unified School District, San Felipe-Ranchita Route, residents on east side of Montezuma Valley Road.

⁶ Anza Borrego Desert State Park biological record

⁷ Oral communication, Diegueno site nature cannot be disclosed in print, A. Ruppert, Sept. 2006

⁸ Julian Union School District, Mesa Grande Road, and Santa Ysabel Indian Head Start, Warner Unified School District Ranchita Route, Santa Ysabel and Lake Henshaw Route

⁹ Artho Family Day Care Center, Mesa Grande Road at Hwy 79

¹⁰ Santa Ysabel Indian Head Start, Santa Ysabel

2. It is apparent from the maps, “Figure 4A”, “Figure 4B”, “Figure 7”, and “Figure 8”, that there is severe and significant impact along sections of both the proposed and alternate routes in this section¹¹, to a significant number of cumulative private property owners and families, who, collectively, comprise a large community of people directly or indirectly affected by the proposed project.¹² This cumulative community may compare in size to the residences in Alternative Segment 6/8, which was rightfully rejected as stated on page 12 of the draft NOP because of its proximity to populated communities and schools.¹³

3. This proposal appears to unduly impact and discriminate against the CASE allied communities in the following ways:
 - a. the “Four new 230 kV circuits” System Alternative¹⁴ to a 500kV line through our communities is not an impossibility, as was previously indicated to our community by representatives of SDG&E at a public information meeting held on January 11, 2006, in the Warner Unified School Cafeteria. While we oppose the Sunrise Powerlink wholly, the fact that the proposal continues to assert the most severe transmission line voltage, 500kV, through our distinct residential communities, and even the new placement of a 100+ acre substation actually in a residential community, is wholly discriminatory against those communities, especially when a 230kV alternative exists, and that the 230kV sized line can be buried, whereas the 500kV can not, and the underground 230kV alternative has indeed been offered to various communities while not to others.¹⁵

 - b. From analyzing Figure 8 of the draft NOP¹⁶ we believe that the “Full Loop Alternative”,¹⁷ or some variation thereof, is indeed a future plan of

¹¹ Described in the second paragraph of this document.

¹² Property owners and residents in Tubb Canyon of Borrego, Southwest Borrego Springs, Grapevine Canyon, Ranchita, San Felipe, Mataguay, Mesa Grande, Santa Ysabel Indian Reservation, Santa Ysabel, and outlying ranches.

¹³ See reference 3, p. 12

¹⁴ Reference 3, page 12

¹⁵ Rancho Penasquitos, San Diego Country Estates.

¹⁶ See ref. 3, last attachment

SDG&E, as SDG&E has kept that possibility open at all costs: Every single alternative to the proposed route that the applicant has offered begins at the Imperial Valley Substation and visits the road corridors around Volcan Mountain which lead to the Warner Valley and northward beyond, either along the Santa Ysabel route or the San Felipe route.

It is interesting to note that all of these alternatives go all the way up to the mountains, on a longer 60 mile route, to the tiniest of rural communities, just to descend again, along a smaller line, to an endpoint, while a shorter, less expensive, less destructive 30 mile route to the supposed “endpoint” is never even suggested.

While these lengthy, circuitous routes to our tiny, rural neighborhoods are silently escorted through this proceeding, other evidence leads us to believe that this alternative has indeed already been nurtured through many levels of planning for a high voltage link to a Central San Diego Substation with the capacity for future expansion and distribution to points outward and beyond:

1. Application description of Central East Substation¹⁸
2. Sempra’s comments on the subject¹⁹
3. Presentations, documents, and statements made by SDG&E, the California Energy Commission, and Mr. Bill Powers.²⁰
4. Arizona Public Service Map²¹

Ultimately, the Central Substation can be likened to the hindquarters of a horse, and the route down to Penasquitos appears to be the hair of a one-stranded tail. We do not want to see this horse grow more tail hairs!! Nor would we want to see any of these “hairs” get permanently attached to an

¹⁷ Ref. 3, p. 12

¹⁸ See application, expansion plans

¹⁹ See Appendix D

²⁰ Appendix C-1-C-3, Appendix D

²¹ Arizona Public Service, see Appendix B

“electric socket” resulting in permanent and ongoing electrocution of our precious scenic “central link” region.

4. The California Energy Commission states that the data of their study on renewable energy procurement contract failure suggest that a *minimum* overall contract failure rate of 20 to 30 percent should generally be expected for large solicitations conducted over multiple years,²² and realistically expects the Stirling Solar facility near the Salton Sea to be operational in the year 2017,²³ not 2010. This leaves one to wonder what the Sunrise Powerlink will be carrying those seven extra years, and the rural starting point of the Sunrise Powerlink, at the Imperial Valley substation may have the clue; its coincidental connection with large amounts of fossil fuel powered energy from Mexico and across the west.²⁴ So, for our new pet horse, we would fear the “overeater, fast-food, short-circuit” (read: non-nutritious, not healthy) nature of the “electric diet” of this particular beast. The hidden incentive to create future links to the North to carry energy other than renewable or alternative energy cannot be denied as a major reason and purpose that the utility company retains this part of the backcountry as part of all “preferred” and “alternate” routes.
 - a. We believe that this presents an unwritten, yet highly substantiated, severe and irreparable future impact to our allied communities, as well as to the entire region, in an economic sense.
 - b. We believe that a new, creative alternate to the proposal, which would still allow SDG&E to meet its “stated goals” to maintain reliability of service, provide transmission capability for renewable resources, and reduce energy costs in the San Diego region, cannot be possible unless it entirely avoids and is grounded against the financially-tempting, “short-circuiting” high-voltage transmission access to northern markets (in this case, being, specifically, access to or through the “allied communities”).

²² “Building a ‘Margin of Safety’ Into Renewable Energy Procurements: A Review of Experience with Contract Failure,” <http://www.energy.ca.gov/2006publications/CEC-300-2006-004/CEC-300-2006-004.PDF>

²³ Ref.18, M. Sullivan

²⁴ CorpWatch article on Sempra’s Mexican Energy Plants, also see ref 18 and 19.

5. While there is evidence of San Diego County owned land on “Figure 3”, there appears to be an omission of these preserves on “Figure 1”, “Figure 7”, and “Figure 8”. We hope to see a map in the CPUC/CEQA process that delineates such a relation.

6. The placement of the “Proposed Central East Substation” in San Felipe²⁵ and the “Proposed 230kV line” in Santa Ysabel²⁶ seem to go directly against all logical parameters of siting a substation or expensive transmission line within critical topographical zones of traditional and lethal fire corridors.²⁷
 - a. The approval of such structures by government officials would need to be legally scrutinized under community safety or endangerment laws relating to reasonable risk.
 - b. The assumption of responsibility for any costs for disasters or deaths resulting from such known risks, or any other losses in events relating to these disasters, would need to be legally analysed, in the event of government approval for such irresponsible placement of these structures.

7. The placement of the proposed line along active earthquake faults is a risk that the CPUC and the County of San Diego must examine, as part of their duty to the citizens of San Diego and the ratepayers who would assume the cost of building structures along any such approved locations.^{28 29} According to our information, the proposal “aligns almost perfectly” with such active San Diego County faults.³⁰

²⁵ Ref. 3, figure 4B

²⁶ Ref 3, figure 4A

²⁷ Teofulio Summit, Inaja Canyon, both sites of devastating and uncontrollable firestorms in which numerous people have lost their lives, including recently during the Pines and Cedar fires.

²⁸ CPUC-CEQA process

²⁹ <http://www.co.san-diego.ca.us/cnty/cntydepts/landuse/planning/GP2020/pubs/elements/seismic.pdf> .

³⁰ Appendix A: Communication from Jared Aldern, Environmental Historian, San Diego, CA, July 5, 2006

8. The placement of tall power-towers in the Ranchita area does not align with the military flight patterns in the area.³¹

Dated: October 3, 2006

/s/ Mary Aldern

Mary Aldern, CASE co-director,
P.O. Box 321, Warner Springs, CA 92086
760/782-9036 or 559/323-6750
<hikermomma1@yahoo.com>

³¹http://www.opr.ca.gov/military/handbook/Appendix_A_Military_Installations.pdf#search=%22mtr%20miramar%20site%3A.pdf%20-hotel%20military%22, legend on p. 10, map on p.28

APPENDIX A:

COMMUNICATION FROM JARED ALDERN, ENVIRONMENTAL HISTORIAN, SAN DIEGO, CA,
July, 5, 2006

This is from a County of San Diego document at <http://www.co.san-diego.ca.us/cnty/cntydepts/landuse/planning/GP2020/pubs/elements/seismic.pdf>.

Note that all the active faults in the county are in our (central link) area -- its basically as if SDG&E chose its proposed routes to align almost perfectly with these active fault zones. The County, as stated below, has a responsibility to restrict development in these zones...

FAULT RUPTURE

Although by far the most damage caused by an earthquake is due to ground shaking; any buildings built right on an active fault are obviously in danger. If a building is built on a fault trace, any movement, fast or slow (fault creep), will rupture that building. This is a major concern in communities where very active faults such as the San Andreas, run through urbanized areas, such as include San Francisco, Portola Valley, Hayward, San Bernardino, and San Jacinto. In San Diego County, most of the known active faults in the unincorporated area are in relatively sparsely settled regions in the northeastern corner of the County. Portions of these faults are within Federal land (National Forest, Bureau of Land Management, and Indian reservations), and the Anza Borrego Desert)State Park. In the coastal area the Rose Canyon fault is active and the La Nacion fault may possibly be active.

The State of California has designated Special Studies Zones along active faults in the following areas:

Elsinore fault: North of Pala, Palomar Mountain, Pauma Valley, Lake Henshaw, Julian, Banner Canyon, Mason Valley, Vallecito Valley, and Carrizo Valley.

Earthquake Valley fault: San Felipe Valley and Sentenac Canyon.

Coyote Creek fault: Borrego Valley and Ocotillo Wells.

San Jacinto fault: Clark Valley (east of Borrego).

(cont. on next page)

(Appendix A, continued)

In addition, the County has a responsibility to regulate development along the following active faults and areas which are not yet in Special Studies Zones.

Agua Caliente fault: Dameron Valley, Oak Grove, Sunshine Summit, Warner Springs and Ranchita.

Hot Springs fault: Chihuahua Valley

The State is currently (1991) studying the Rose Canyon fault with the intention of designating it as a Special Studies Zone.

The Alquist-Priolo Special Studies Zones Act of 1972 specifically addresses the problem of rupture on active faults. This act requires each jurisdiction to adopt an ordinance controlling development on or near active faults. San Diego County added Fault Displacement Area Regulations to its Zoning Ordinance (Sections 5400-5406) in 1979.

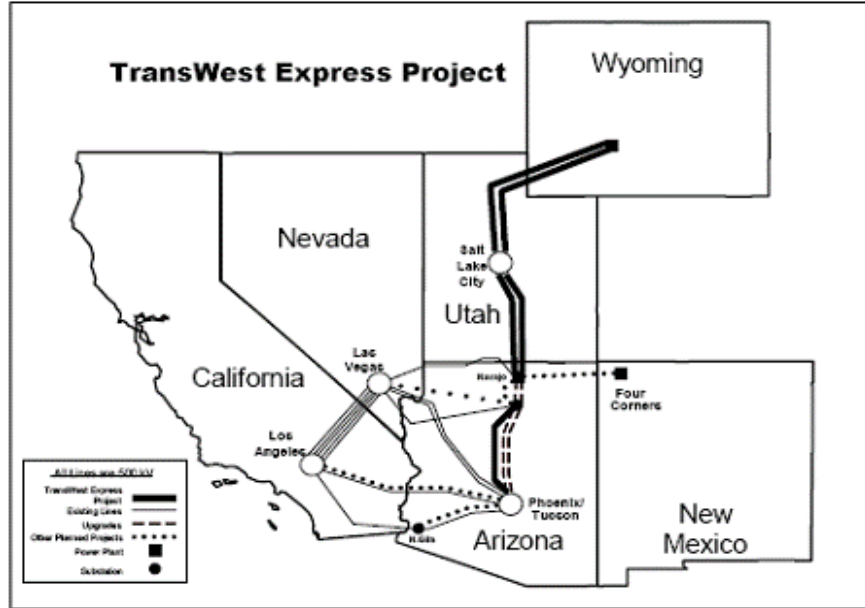
Jared Aldern
Executive Director
The Land Conversation, Inc.
P.O. Box 9
Warner Springs, CA 92086
phone/FAX: (760)782-0791
email: jared@thelandconversation.org
website: <http://www.thelandconversation.org>

APPENDIX B: ARIZONA PUBLIC SERVICE 2005 PRESS RELEASE

In an Arizona Public Service October 2005 press release, the map below depicts the (feasibility study of) construction of two 500 kV lines from Wyoming to move coal, wind, and other resources into Arizona and California. Page 3 is of particular interest, where APS shows the Phase I Sunrise Powerlink(to San Diego Central) and Phase II (San Diego Central to SCE) as a single existing line that will allow an additional pathway for shipment of Wyoming coal power and other resources to the Los Angeles load center. (SEE NEXT PAGE)

MAP

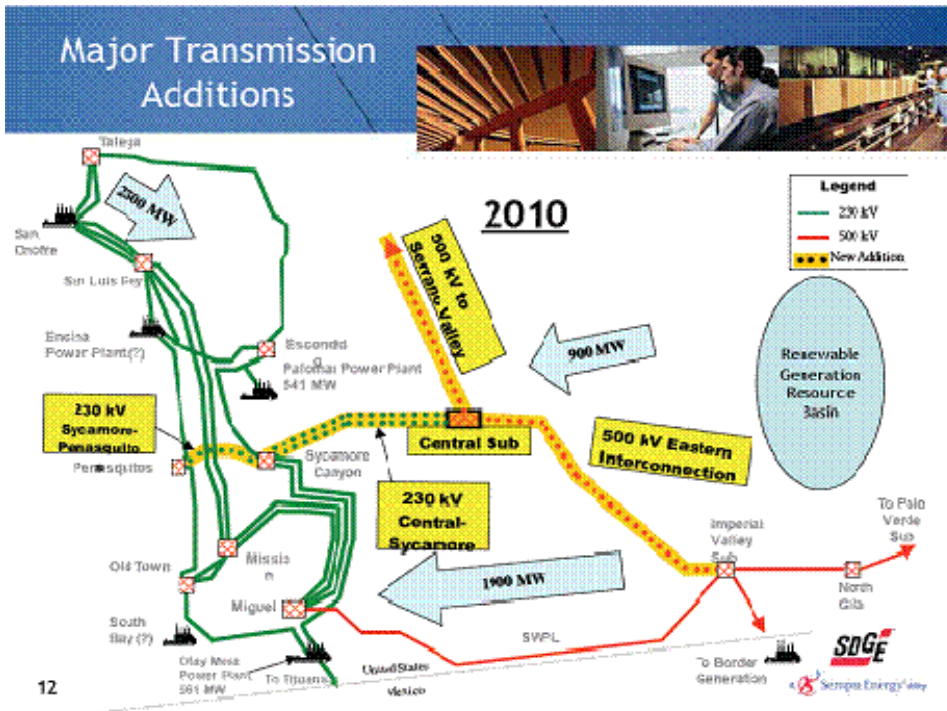
A.05-04-015, I.05-06-041 CFT/hl2



APS, Arizona's largest and longest-serving electric utility, serves more than 1 million customers in 11 of the state's 15 counties. With headquarters in Phoenix, APS is the largest subsidiary of Pinnacle West Capital Corporation (NYSE: PNW).

(End of Attachment A)

APPENDIX C-1:
 JIM AVERY, PRESENTATION TO THE CALIFORNIA ENERGY COMMISSION,
 MAP, PAGE 12, JULY 2005



APPENDIX C-2:
 CALIFORNIA ENERGY COMMISSION, STRATEGIC TRANSMISSION
 INVESTMENT PLAN, NOVEMBER 2005 (CEC-100-2005-006-CMF)

On the website http://www.energy.ca.gov/2005_energypolicy/index.html
 In the 4th document with an adobe icon next to it (“Strategic Transmission Investment Plan”), the Jim Avery’s Appendix C-1 graphic appears, but with the yellow midpoint arrow aiming at Serrano Valley labeled, “Potential Future 500kV Northern Link”.

APPENDIX C-3:
 CALIFORNIA ENERGY COMMISSION, BORDER ENERGY WORKSHOP
 TRANSCRIPT, PP. 106-146, MAY 18, 2005

“MR. GEIER: That will be the starting point. And the consultant will work with that. A couple of those options are very similar. So some of them are the full 500 loop that connects us back to Riverside County . We think that’s probably the overall plan. It may or may not be the plan we put forward initially. From a reliability perspective, we don’t need both lines right now. We just need one of the two.” p. 121

APPENDIX C-4:
STATEMENT FROM BILL POWERS, PRESIDENT, BORDER POWER PLANT
WORKING GROUP

A single-circuit 500 kV line, like SDGE's existing Southwest Powerlink (SWPL) along I-8, can readily carry 2,000 MW or more. The SWPL is currently rated at 1,900 MW (see graphic below), and the rating is based on substation capacity, not the line capacity. Ultimately Sunrise will be a 2,000+ MW transmission superhighway from the Mexican border where SDGE's parent Sempra has one export power plant in Mexicali and desires to build another. Having a straight shot from the Mexican border to Los Angeles via the Sunrise Powerlink will remove the only physical bottleneck to building more Sempra plants in Mexicali for export to California . If SDGE simply follows the July 2003 San Diego Regional Energy Strategy 2030 and modernizes the South Bay Power Plant in Chula Vista we do not need any new transmission for at least a decade or more, even by SDGE's very conservative calculations.

– Bill Powers

APPENDIX D: FURTHER EVIDENCE FOR FULL LOOP

1) SDG&E's map of existing rights of way:

http://www.sdge.com/sunrisepowerlink/info/maps/Macro_Corridor_Map.pdf

2) A website with links to several documents pertaining to rights of way:

<http://corridoreis.anl.gov/news/index.cfm#scopingcomments>

3) A Sempra document that mentions the possible need to develop corridors across BLM land -- and also down Highway 76 -- for the Sunrise Powerlink:

<http://corridoreis.anl.gov/scopingcomments/docs/EnergyCorridorProgrammaticEISComment0022.pdf>

4) A transcript of Sempra public testimony:

http://corridoreis.anl.gov/scopingcomments/docs/CA03_CA_Transcript_1_OCR.pdf

Finally, here's a listing of links to public comments, including items 3 & 4 above:

http://corridoreis.anl.gov/scopingcomments/dsp_commentlist.cfm?PageNum=1&state=CA#rec

On October 3, 2006, a true copy of:
**PRELIMINARY SCOPING COMMENTS OF COMMUNITY ALLIANCE FOR
SENSIBLE ENERGY (CASE)**
was sent to

Ms. Billie Blanchard, CPUC/Lynda Kastoll, BLM
c/o Aspen Environmental Group
by electronic email, at

sunrise@aspeneg.com

and all known parties with an email address on the service list in proceeding A.06-08-010/A.05-12-014 by electronic mail .

October 3, 2006

Fresno, California

Mary Aldern

Co-director, CASE

CALIFORNIA PUBLIC UTILITIES COMMISSION

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Appearance

SARA FELDMAN
CA STATE PARKS FOUNDATION
714 W. OLYMPIC BLVD., SUITE 717
LOS ANGELES, CA 90015

THOMAS A. BURHENN
SOUTHERN CALIFORNIA EDISON
2244 WALNUT GROVE AVENUE
ROSEMEAD, CA 91770

DON WOOD SR.
PACIFIC ENERGY POLICY CENTER
INSTITUTE
4539 LEE AVENUE
LA MESA, CA 91941

DIANA LINSDAY
ANZA-BORREGO FOUNDATION &
PO BOX 2001
BORREGO SPRINGS, CA 92004

SCOT MARTIN
PO BOX 1549
BORREGO SPRINGS, CA 92004

DAVID LLOYD
ATTORNEY AT LAW
CABRILLO POWER I, LLC
4600 CARLSBAD BLVD.
CARLSBAD, CA 92008

CONNIE BULL
24572 RUTHERFORD ROAD
RAMONA, CA 92065

DIANE CONKLIN
MUSSEY GRADE ROAD
RAMONA, CA 92065

DIANE J. CONKLIN
MUSSEY GRADE ROAD ALLIANCE
ASSOCIATION
PO BOX 683
RAMONA, CA 92065

ELIZABETH EDWARDS
RAMONA VALLEY VINEYARD

26502 HIGHWAY 78
RAMONA, CA 92065

PAM WHALEN
24444 RUTHERFORD ROAD
RAMONA, CA 92065

MICHAEL PAGE
17449 OAK HOLLOW ROAD
RAMONA, CA 92065-6758

HEIDI FARKASH
JOHN & HEIDI FARKASH TRUST
RELATED COMM
PO BOX 576
RANCHO SANTA FE, CA 92067

DENIS TRAFECANTY
COMMUNITY OF SANTA YSABEL &

PO BOX 305
SANTA YSABEL, CA 92070

MARY ALDERN
COMMUNITY ALLIANCE FOR SENSIBLE ENERGY
PO BOX 321
WARNER SPRINGS, CA 92086

FREDERICK M. ORTLIEB
OFFICE OF CITY ATTORNEY
CITY OF SAN DIEGO
1200 THIRD AVENUE, 11TH FLOOR
SAN DIEGO, CA 92101

HARVEY PAYNE
RANCHO PENASQUITOS CONCERNED CITIZENS
600 W. BROADWAY, STE. 400
SAN DIEGO, CA 92101

MICHAEL P. CALABRESE
CITY ATTORNEY'S OFFICE
1200 THIRD AVENUE, SUITE 1100
SAN DIEGO, CA 92101

DONALD C. LIDDELL
ATTORNEY AT LAW
DOUGLASS & LIDDELL
NETWORK
2928 2ND AVENUE
SAN DIEGO, CA 92103

MICHAEL SHAMES
ATTORNEY AT LAW
UTILITY CONSUMERS' ACTION

3100 FIFTH AVENUE, SUITE B
SAN DIEGO, CA 92103

PAUL BLACKBURN

EDWARD GORHAM

SIERRA CLUB, SAN DIEGO CHAPTER
WRECKLESS ELECTRI
3820 RAY STREET
SAN DIEGO, CA 92104

WESTERNERS INCENSED BY
4219 LOMA RIVIERA LANE
SAN DIEGO, CA 92110

KEVIN O'BEIRNE
SAN DIEGO GAS & ELECTRIC COMPANY
8330 CENTURY PARK COURT, CP32D
SCRIPPS, LLP
SAN DIEGO, CA 92123
200

JOHN W. LESLIE
ATTORNEY AT LAW
LUCE, FORWARD, HAMILTON &
11988 EL CAMINO REAL, SUITE
SAN DIEGO, CA 92130

JOETTA MIHALOVICH
11705 ALDERCREST POINT
DIVERSITY
SAN DIEGO, CA 92131

DAVID HOGAN
CENTER FOR BIOLOGICAL
PO BOX 7745
SAN DIEGO, CA 92167

CARRIE DOWNEY
HORTON KNOX CARTER & FOOTE
895 BROADWAY
ELCENTRO, CA 92243

PATRICIA C. SCHNIER
14575 FLATHEAD RD.
APPLE VALLEY, CA 92307

BILLY BLATTNER
SAN DIEGO GAS & ELECTRIC COMPANY
601 VAN NESS AVENUE, SUITE 2060
(TURN)
SAN FRANCISCO, CA 94102
350

MICHEL PETER FLORIO
ATTORNEY AT LAW
THE UTILITY REFORM NETWORK
711 VAN NESS AVENUE, SUITE
SAN FRANCISCO, CA 94102

OSA L. WOLFF
ATTORNEY AT LAW
COMMISSION
SHUTE, MIHALY & WEINBERGER, LLC
396 HAYES STREET
SAN FRANCISCO, CA 94102

NICHOLAS SHER
CALIF PUBLIC UTILITIES
LEGAL DIVISION
ROOM 4007
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

REGINA DEANGELIS
CALIF PUBLIC UTILITIES COMMISSION
650

RORY COX
311 CALIFORNIA STREET, SUITE

LEGAL DIVISION
ROOM 4107
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

SAN FRANCISCO, CA 94104

NORMAN J. FURUTA
FEDERAL EXECUTIVE AGENCIES
10TH FLOOR, MS 1021A
RITCHIE & DAY LLP
333 MARKET STREET
SAN FRANCISCO, CA 94105-2195

BRIAN T. CRAGG
ATTORNEY AT LAW
GOODIN MACBRIDE SQUERI

505 SANSOME STREET, SUITE 900
SAN FRANCISCO, CA 94111

DAVID KATES
DAVID MARK AND COMPANY
3510 UNOCAL PLACE, SUITE 200
SANTA ROSA, CA 95403-5571

JAMES H. CALDWELL JR.
PPM ENERGY, INC.
1650 E NAPA STREET
SONOMA, CA 95476

JUDITH B. SANDERS
ATTORNEY AT LAW
CALIFORNIA INDEPENDENT SYSTEM OPERATOR
RECREATION
151 BLUE RAVINE ROAD
06
FOLSOM, CA 95630

BRADLY S. TORGAN
ATTORNEY AT LAW
CALIFORNIA DEPT. OF PARKS &
RECREATION
1416 NINTH STREET, ROOM 1404-
06
SACRAMENTO, CA 95814

JEDEDIAH J. GIBSON
ATTORNEY AT LAW
ELLISON, SCHNEIDER & HARRIS LLP
FEDERATION
2015 H STREET
SACRAMENTO, CA 95814

KAREN NORENE MILLS
ATTORNEY AT LAW
CALIFORNIA FARM BUREAU
FEDERATION
2300 RIVER PLAZA DRIVE
SACRAMENTO, CA 95833

Information Only

JUILE B. GREENISEN
LATHAM & WATKINS LLP
SUITE 1000
555 ELEVENTH STREET, NW
WASHINGTON, DC 20004-1304

MICHAEL J. GERGEN
LATHAM & WATKINS LLP
SUITE 1000
555 ELEVENTH STREET, NW
WASHINGTON, DC 20004-1304

CLAY E. FABER

CASE ADMINISTRATION

SOUTHERN CALIFORNIA GAS COMPANY
COMPANY
555 WEST FIFTH STREET, GT-14E7
LOS ANGELES, CA 90013

SOUTHERN CALIFORNIA EDISON
ROOM 370
2244 WALNUT GROVE AVENUE
ROSEMEAD, CA 91770

KELLY FULLER
PO BOX 1993
FOUNDATION
ALPINE, CA 91903

MATTHEW JUMPER
SAN DIEGO INTERFAITH HOUSING
7956 LESTER AVE
LEMON GROVE, CA 91945

REBECCA PEARL
POLICY ADVOCATE, CLEAN BAY CAMPAIGN
PARKS&RECREATION
ENVIRONMENTAL HEALTH COALITION
401 MILE OF CARS WAY, STE. 310
NATIONAL CITY, CA 91950

MICHAEL L. WELLS
CALIFORNIA DEPARTMENT OF
200 PALM CANYON DRIVE
BORREGO SPRINGS, CA 92004

TOM GORTON
BORREGO SUN
PO BOX 249
BORREGO SPRINGS, CA 92004

BOB & MARGARET BARELMANN
6510 FRANCISCAN ROAD
CARLSBAD, CA 92011

DAVE DOWNEY
NORTH COUNTY TIMES
207 E. PENNSYLVANIA AVENUE
ESCONDIDO, CA 92025

PAT/ALBERT BIANEZ
1223 ARMSTRONG CIRCLE
ESCONDIDO, CA 92027

WALLY BESUDEN
PRESIDENT
SPANGLER PEAK RANCH, INC
PO BOX 1959
ESCONDIDO, CA 92033

GREG SCHUETT
PO BOX 1108
JULIAN, CA 92036

LAUREL GRANQUIST
PO BOX 2486
FOUNDATION
JULIAN, CA 92036

MARTHA BAKER
VOLCAN MOUNTAIN PRESERVE
PO BOX 1625
JULIAN, CA 92036

JOHN RAIFSNIDER
PO BOX 121
JULIAN, CA 92036-0121

BRIAN KRAMER
PO BOX 516
JULIAN, CA 92036-0516

NANCY PARINELLO
PO BOX 516
JULIAN, CA 92036-0516

PAUL RIDGWAY
3027 LAKEVIEW DR.
PO BOX 1435
JULIAN, CA 92036-1435

CAROLYN A. DORROH
RAMONA COMMUNITY PLANNING GROUP
17235 VOORHES LANE
RAMONA, CA 92065

CHRISTOPHER P. JEFFERS
24566 DEL AMO ROAD
RAMONA, CA 92065

LARA LOPEZ
16828 OPEN VIEW RD
RAMONA, CA 92065

MARY KAY FERWALT
24569 DEL AMO ROAD
RAMONA, CA 92065

MAUREEN ROBERTSON
EDITOR
RAMONA SENTINEL
611 MAIN STREET
RAMONA, CA 92065

PETER SCHULTZ
OLD JULIAN CO.
PO BOX 2269
RAMONA, CA 92065

PHILLIP & ELIANE BREEDLOVE
1804 CEDAR STREET
RAMONA, CA 92065

WILLIAM TULLOCH
28223 HIGHWAY 78
RAMONA, CA 92065

CAROLYN MORROW
GOLIGHTLY FARMS
36255 GRAPEVINE CANYON ROAD
RANCHITA, CA 92066

JOSEPH RAUH
RANCHITA REALTY
37554 MONTEZUMA VALLEY RD
RANCHITA, CA 92066

STEVE/CAROLYN ESPOSITO
37784 MONTEZUMA VALLEY ROAD
RANCHITA, CA 92066

GLENDIA KIMMERLY
PO BOX 305
SANTA YSABEL, CA 92070

GLENN E. DROWN
PO BOX 330
SANTA YSABEL, CA 92070

DAN PERKINS
ENERGY SMART HOMES
983 PHILLIPS ST.
VISTA, CA 92083

KARL HIGGINS
PRESIDENT
HIGGINS & ASSOCIATES
1517 ROMA DRIVE
VISTA, CA 92083

WILLIE M. GATERS
1295 EAST VISTA WAY
VISTA, CA 92084

E. GREGORY BARNES
ATTORNEY AT LAW
PLANNER
SAN DIEGO GAS & ELECTRIC COMPANY
GOVERNMENTS
101 ASH STREET, HQ 13D
SAN DIEGO, CA 92101

SUSAN FREEDMAN
SENIOR REGIONAL ENERGY
SAN DIEGO ASSOCIATION OF
401 B STREET, SUITE 800
SAN DIEGO, CA 92101

JIM BELL
4862 VOLTAIRE ST.
SAN DIEGO, CA 92107

EPIC INTERN
EPIC/USD SCHOOL OF LAW
5998 ALCALA PARK
SAN DIEGO, CA 92110

SCOTT J. ANDERS
RESEARCH/ADMINISTRATIVE CENTER
UNIVERSITY OF SAN DIEGO - LAW
5998 ALCALA PARK
SAN DIEGO, CA 92110

CRAIG ROSE
THE SAN DIEGO UNION TRIBUNE
PO BOX 120191S
SAN DIEGO, CA 92112-0191

ABBAS M. ABED
ELECTRIC AND GAS PROCUREMENT
SAN DIEGO GAS & ELECTRIC
CP31E
8315 CENTURY PARK COURT, CP21D
SAN DIEGO, CA 92123

CENTRAL FILES
SAN DIEGO GAS & ELECTRIC
8330 CENTURY PARK COURT,
SAN DIEGO, CA 92123

IRENE STILLINGS
EXECUTIVE DIRECTOR
SAN DIEGO REGIONAL ENERGY
8520 TECH WAY, SUITE 110
SAN DIEGO, CA 92123

JENNIFER PORTER
POLICY ANALYST
DIEGO REGIONAL ENERGY OFFICE
8520 TECH WAY SUITE 110
SAN DIEGO, CA 92123

SEPHRA A. NINOW
RESEARCH ASSISTANT
SAN DIEGO REGIONAL ENERGY OFFICE
8520 TECH WAY, SUITE 110
120
SAN DIEGO, CA 92123

TOM BLAIR
ENERGY ADMINISTRATOR
CITY OF SAN DIEGO
9601 RIDGEHAVEN COURT, SUITE
SAN DIEGO, CA 92123-1636

EILEEN BIRD
12430 DORMOUSE ROAD
SAN DIEGO, CA 92129

KEITH RITCHEY
8744 CREEKWOOD LANE
SAN DIEGO, CA 92129

DIANE I. FELLMAN
ATTORNEY AT LAW
FPL ENERGY, LLC
234 VAN NESS AVENUE
SAN FRANCISCO, CA 94102

SHERIDAN PAUKER
SHUTE, MIHALY & WEINBERGER LLP
396 HAYES STREET
SAN FRANCISCO, CA 94102

JUSTIN AUGUSTINE
THE CENTER FOR BIOLOGICAL DIVERSITY
CLEAN ENERGY
1095 MARKET ST., SUITE 511
650
SAN FRANCISCO, CA 94103

AARON QUINTANAR
RATE PAYERS FOR AFFORDABLE
311 CALIFORNIA STREET, STE
SAN FRANCISCO, CA 94104

JASON YAN
PACIFIC GAS AND ELECTRIC COMPANY
COMPANY
77 BEALE STREET, MAIL CODE B13L
RM 1318
SAN FRANCISCO, CA 94105

MICHAEL S. PORTER
PACIFIC GAS AND ELECTRIC
77 BEALE ST., MAIL CODE 13L
SAN FRANCISCO, CA 94105

RICHARD W. RAUSHENBUSH

CALIFORNIA ENERGY MARKETS
517 - B POTRERO AVENUE
SAN FRANCISCO, CA 94110
2000

ATTORNEY AT LAW
LATHAM & WATKINS LLP
505 MONTGOMERY STREET, SUITE
SAN FRANCISCO, CA 94111

DAVID T. KRASKA
ATTORNEY AT LAW
PACIFIC GAS AND ELECTRIC COMPANY
PO BOX 7442
SAN FRANCISCO, CA 94120

J.A. SAVAGE
CALIFORNIA ENERGY CIRCUIT
3006 SHEFFIELD AVE
OAKLAND, CA 94602

MRW & ASSOCIATES, INC.
1999 HARRISON STREET, SUITE 1440
OAKLAND, CA 94612

LEGAL & REGULATORY DEPARTMENT
CALIFORNIA ISO
151 BLUE RAVINE ROAD
FOLSOM, CA 95630

PAUL G. SCHEUERMAN
SHEUERMAN CONSULTING
3915 RAWHIDE RD.
LLP
ROCKLIN, CA 95677

ANDREW B. BROWN
ATTORNEY AT LAW
ELLISON, SCHNEIDER & HARRIS,
2015 H STREET
SACRAMENTO, CA 95814

AUDRA HARTMANN
REGIOINAL DIRECTOR, GOV'T AFFAIRS
INC.
LS POWER GENERATION
980 NINTH STREET, SUITE 1420
SACRAMENTO, CA 95814

KEVIN WOODRUFF
WOODRUFF EXPERT SERVICES,
1100 K STREET, SUITE 204
SACRAMENTO, CA 95814

RICHARD LAUCKHART
GLOBAL ENERGY
2379 GATEWAY OAKS DRIVE, SUITE 200
SACRAMENTO, CA 95833

G. ALAN COMNES
CABRILLO POWER I LLC
3934 SE ASH STREET
PORTLAND, OR 97214

State Service

MARCUS NIXON

AARON J. JOHNSON

CALIF PUBLIC UTILITIES COMMISSION
COMMISSION
PUBLIC ADVISOR OFFICE
320 WEST 4TH STREET SUITE 500
LOS ANGELES, CA 90013

CALIF PUBLIC UTILITIES
ORA - ADMINISTRATIVE BRANCH
ROOM 4202
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

BILLIE C. BLANCHARD
CALIF PUBLIC UTILITIES COMMISSION
COMMISSION
TRANSMISSION PERMITTING & RELIABILITY BR
AREA 4-A
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

KEITH D WHITE
CALIF PUBLIC UTILITIES
RATEMAKING BRANCH
AREA 4-A
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

ROBERT ELLIOTT
CALIF PUBLIC UTILITIES COMMISSION
COMMISSION
TRANSMISSION PERMITTING & RELIABILITY BR
PRICING BRANCH
AREA 4-A
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

SCOTT CAUCHOIS
CALIF PUBLIC UTILITIES
ELECTRICITY RESOURCES &
ROOM 4209
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

SCOTT LOGAN
CALIF PUBLIC UTILITIES COMMISSION
COMMISSION
ELECTRICITY RESOURCES & PRICING BRANCH
LAW JUDGES
ROOM 4209
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

STEVEN A. WEISSMAN
CALIF PUBLIC UTILITIES
DIVISION OF ADMINISTRATIVE
ROOM 5107
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

TERRIE D. PROSPER
CALIF PUBLIC UTILITIES COMMISSION
COMMISSION
EXECUTIVE DIVISION
ROOM 5301
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

TRACI BONE
CALIF PUBLIC UTILITIES
LEGAL DIVISION
ROOM 5206
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3214

SUSAN LEE
ASPEN ENVIRONMENTAL GROUP
235 MONTGOMERY STREET, SUITE 935
SAN FRANCISCO, CA 94104

CLARE LAUFENBERG
CALIFORNIA ENERGY COMMISSION
1516 NINTH STREET, MS 46
SACRAMENTO, CA 95814

MARC PRYOR
CALIFORNIA ENERGY COMMISSION
COMMISSION

THOMAS FLYNN
CALIF PUBLIC UTILITIES

1516 9TH ST, MS 20
SACRAMENTO, CA 95814

ENERGY RESOURCES BRANCH
770 L STREET, SUITE 1050
SACRAMENTO, CA 95814

JUDY GRAU
CALIFORNIA ENERGY COMMISSION
1516 NINTH STREET MS-46
SACRAMENTO, CA 95814-5512

TOM MURPHY
VP., SACRAMENTO OPERATIONS
ASPEN ENVIRONMENTAL GROUP
8801 FOLSOM BLVD., SUITE 290
SACRAMENTO, CA 95826

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Mary Aldern
P.O. Box 321
Warner Springs, CA 92086
Hikermomma1@yahoo.com
760-782-9036



CALIFORNIA PUBLIC UTILITIES COMMISSION
U.S. BUREAU OF LAND MANAGEMENT



Comment Form

Proposed Sunrise Powerlink Project

Date: 10/4/
 Name*: Joe Raffetto
 Affiliation (if any)*: California Overland Desert Excursions
 Address*: P.O. Box 567
 City, State, Zip Code*: Borreg Springs, CA 92004
 Telephone Number*: 760-767-1232
 Email*: californioverland@mac.com

Comment: _____
 1. Who makes the very final decision and is it open to appeal?

 2. What is the reason that Sempra discounts the I-8 Corridor?

**Please print. Your name, address, and comments become public information and may be released to interested parties if requested.*

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 20, 2006. Comments may also be faxed to the project hotline at (866) 711-3106 or emailed to sunrise@aspenerg.com.

California Native Plant Society

1

The California Native Plant Society is a statewide non-profit organization of amateurs and professionals with a common interest in California's native plants. The Society seeks to increase understanding of California's native flora and to preserve this rich resource for future generations.

October 4, 2006

FINAL

for: Environmental Scoping Meetings, week of Oct. 2-5

Plant conservation issues raised by the SDG&E Application to the California PUC for development of the "Sunrise Powerlink" Transmission Project (SPTP) as analyzed in the Proponent's Environmental Analysis (PEA), supplemental documents, and Notice of Preparation (NOP).

As the representative of the California Native Plant Society, San Diego/Imperial Counties Chapter, I have reviewed a large part of these documents with respect to native plant conservation.

First, SDG&E's NOP fails to in the list of objectives that its project must meet the federal Endangered Species Act by respecting the integrity of MSCP and other dedicated habitat for species conservation plans. These are lands that have been set aside in order to permit development on other, private lands. These tracts of land are not available for development. Also, I think the NOP "Inland Valley Link" map fails to note dedicated conservation land west of San Vicente Road in the vicinity of "N40." The PUC should have an independent GIS analysis to see if this is true, and if all other boundaries are accurate. The NOP objectives also fail to state that SDG&E's project should fulfill regional energy goals.

The following items are some indicators that good plant conservation practices are not likely under the auspices of the documents filed to date:

1. Table 4.2-1, the core listing of all plant species in the PEA, is flawed. Here are some examples:
 1. Species that are on the CNPS List 2 were supposedly all on Table 4.2-1, yet *Calliandra eriophylla*, a list 2.3 species, is missing.
 2. *Astragalus crotalariae*: the route is listed as likely to have this species, but the corresponding "Desert Link" box is not filled in.
 3. *Ayenia compacta* might likely be found in the far western end of the Desert Link, but those segments of the proposed routes aren't listed.
 4. *Comarostaphylis diversifolia* ssp. *diversifolia* (typically a coastal species) is noted in the Desert Link box of the chart.
 5. These above comments only go as far as the plants starting with "C" in this chart; and there are 72 plant species of concern, and I have found apparent errors both of omission and commission throughout Table 4.2-1, which is a critical component of the analytical process.
2. The PEA references plant locations by "node segments" where the present or future towers would be placed. The node numbers start and stop. The proposed corridor "link" maps reuse node numbers in different segments and links. The Table 4.2-1 "Special Status Plants....", lumps all the links together, so knowing if, say, a plant in node 42 is supposed to be in the Desert or the Central or Coastal Link is



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anyone's guess. This is unacceptable for a document that is supposed to share knowledge, not obscure it.

3. The analysis does not appear to list all species that could be of concern for the probably plant communities for some "node segments." For instance the table on pp. 117-18 of Chapter 5 notes the following vegetation communities: "Sonoran Desert Scrub - Sonoran Mixed Woody and Succulent Scrub;" "Sonoran Desert Scrub - Colorado Desert Wash Scrub;" and "Peninsular Juniper Woodland and Scrub." It notes that this is suitable habitat for only one sensitive species, *Ayenia*, while other charts for these vegetation communities include several other species. This might be valid or might not; without survey data it appears to be a mistake.

4. Ground truth is essential to assess potential impacts and to developing reasonable alternative routes if threatened or endangered species exist. The text states that field surveys were conducted Nov-Dec 2005, Jan 2006 and April-June 2006, but no field survey data is referenced in the table of contents or appendices. That season was a very dry year, and many botanists have stated that dozens of species of annual and perennial plants did not emerge at all. The supplemental "Bio5" provided in early September has a new chart that claims to note plant "known occurrences", but provides no survey date, no quantities, no citations. Also, all segments are lumped together. Most disturbing, this document goes ahead and assigns acreages for mitigation, as if these facts are known. These facts are not known, and determining acreages of impacts and required mitigation acreage is grossly premature. Yet, SDG&E has been buying land (using rate-payers funds) on the assumption that these acreages are valid.

5. The PEA lists the 30-odd "APM's," which are the applicant's mitigation practices during construction. If a plant species of concern is in the way, CDFG and USFWS will be given ten days notice to either move them or get SDG&E to do the work differently, and at the end of ten days the plants can be destroyed if nothing has been proposed. Since no plant survey information is available for most species (see 4 above), all species would therefore be at risk during construction. The public's efforts to set aside known preserve land in the state parks, wilderness, and dedicated preserves through which SPTP is proposed is voided by this policy. We ask that the CUP require the applicant to provide AMP's that are more likely to result in protection of species of concern than the APM of "ten days notice," such as: 15 days response time (vs ten); immediate notification of the USFWS and CDFG plus CNPS, San Diego Natural History Museum department of botany, and the jurisdictional land managers of the MSCP/conservation lands; a twice-monthly log of the prior 15-day findings, notifications, responses, and actions, available to all immediately at the end of the 15-day period.

6. The proposed route has been changed since the PEA was prepared, so continues to. E.g., a new alternative route was shown around Sept. 1, running up Tubb Canyon. This proposed alternate route up would place 130' to 150' towers in the middle of one of the most spectacular scenic vistas in California, and through a BLM wilderness study area. Now, in the NOP released two weeks later, that alternative is not shown. What is SDG&E, much less the public, basing its analysis on? How can it draw conclusions? We ask the CUP to require a fixed route to be the basis for the EIS.

7. What is most clear from the supplemental mapping for ABDSP maps in the Sept. 1 materials is that many access roads would be needed in what is now wilderness, crossing many ephemeral desert



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streams. Roads across desert washes are by nature temporary. It is certain that maintenance of these sections would require repeated disturbance within the wilderness lands, regularly degrading the plant communities (and their dependent animals) whenever the work is needed.

8. In the NOP, the route is shown avoiding dedicated vernal pool conservation lands north of Rancho Penasquitos Preserve. This is essential from a San Diego County native plant conservation standpoint, and it is hoped that this position is held, as alternative routes continue to be proposed and examined.

Based on the foregoing, the PEA findings of “no significant impact” for any plant species is clearly not warranted. Our conclusion is that this application fails to adequately analyze species presence nor to propose sufficient mitigation practices to reduce risks to rare, threatened, and endangered native plants. We ask that the PUC require applicant to respond to these inadequacies.

It is worth noting, further, that in order to avoid the many conflicts with plant conservation that would be incurred by the SPTP as proposed, we ask for the CUP to consider the SPTP a poor solution to San Diego’s energy and environmental needs, and recommend seeking other, more well-balanced, solutions.

California Native Plant Society, San Diego/Imperial Counties Chapter
Statement written by:

Kay Stewart, landscape architect, Conservation Committee Representative
2171 India Street Suite A San Diego CA 92101
619-234-2668



San Diego/Imperial Counties Chapter of the California Native Plant Society
P O Box 121390
San Diego CA 92112-1390
(619)685-7321
www.cnpssd.org
info@cnpssd.org



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