



SDG&E Sunrise Powerlink Project



Notice of Preparation/Notice of Public Scoping Meetings for an Environmental Impact Report/Environmental Impact Statement

A. Introduction

San Diego Gas & Electric Company (SDG&E) has filed applications (A.05-12-014 and A.06-08-010) for a Certificate of Public Convenience and Necessity (CPCN) with the California Public Utilities Commission (CPUC) for the proposed Sunrise Powerlink (SRPL) Project, also referred to as the Proposed Project. The proposed SRPL Project is a 150-mile transmission line between the El Centro area of Imperial County and northwestern San Diego County. SDG&E's stated purpose for the project is to bring renewable resources into San Diego County from Imperial County, and to improve electric reliability for the San Diego area.

SDG&E has also filed an application for a Right-of-Way Grant with the United States Department of the Interior Bureau of Land Management (BLM). The CPUC and the BLM have developed and signed a Memorandum of Understanding (completed on July 17, 2006) that will direct the preparation of a joint Environmental Impact Report (EIR) and an Environmental Impact Statement (EIS) referred to as an EIR/EIS for the SDG&E Sunrise Powerlink Project. The CPUC, as the lead agency under California law, and the BLM, as the federal lead agency, will prepare a Draft and Final EIR/EIS to comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

As required by CEQA, this Notice of Preparation (NOP) is being sent to interested agencies and members of the public. The purpose of the NOP is to inform recipients that the CPUC is beginning preparation of the Sunrise Powerlink EIR/EIS and to solicit information that will be helpful in the environmental review process. Information that will be most useful at this time would be descriptions of concerns about the impacts of the Proposed Project and suggestions for alternatives that should be considered.

As required by NEPA, the BLM has published in the Federal Register a Notice of Intent (NOI) to prepare a joint EIR/EIS for Sunrise Powerlink (FR Vol. 71, No. 169, page 51848, August 31, 2006). Similar to this NOP, the intent of the NOI was to initiate the public scoping for the EIR/EIS, provide information about the Proposed Project, and also serve as an invitation for other federal agencies granted cooperating agency status to provide comments on the scope and content of the EIR/EIS.

This notice includes background on the project proceeding, a description of the project that SDG&E proposes to construct, a summary of potential project impacts, the times and locations of public scoping meetings, and information on how to provide comments to the CPUC and BLM. This NOP and the NOI can be viewed on the project website at the following link:

<http://www.cpuc.ca.gov/environment/info/aspen/sunrise/sunrise.htm>

B. Background

CPUC Applications

SDG&E originally filed an application (A.05-12-014) with the CPUC for a CPCN to construct the SRPL on December 14, 2005. This application did not include specific details about a proposed route, nor did it include a Proponent's Environmental Assessment (PEA). Numerous parties filed protests to that

application, representing local residents and businesses, environmental interests and energy producers. The CPUC's assigned Commissioner (Commissioner Dian Grueneich) and administrative law judge held a Pre-Hearing Conference in Ramona on January 31, 2006. They issued a ruling on April 7, 2006, stating the Commission's intent to consider the merits of the application only after SDG&E had filed all relevant environmental documents, which were expected in July 2006. The ruling also stated the Commission's intent to hold a second pre-hearing conference in Ramona on September 13, 2006.

On August 4, 2006, SDG&E filed an amended application to the CPUC for a CPCN for the SRPL Project. This filing amended the initial application filed on December 14, 2005 with updated information and included SDG&E's PEA, which includes route-specific and environmental information as required by the CPUC's General Order 131-D and the CPUC's Information and Criteria List. This amended application was assigned the number A.06-08-010, and an August 9, 2006 ruling consolidated the two applications into a single CPUC proceeding. This ruling also set the time and place for the September 13, 2006 Pre-Hearing Conference, and required SDG&E to provide public notice of that meeting.

Memorandum of Agreement with Imperial Irrigation District

On June 21, 2006, the Imperial Irrigation District (IID) signed a Memorandum of Agreement (MOA) with SDG&E that sets forth a plan for ownership and construction of the SRPL. The MOA states that IID would construct the 500 kV line between the Imperial Valley Substation and a new substation at the western edge of IID's service territory (near the San Diego/Imperial County boundary). Citizens Energy will partner with IID in the financing of the IID portion of the project. The MOA states that SDG&E would construct the portion of the 500 kV transmission line west of IID's service territory to the new Central East Substation, the substation itself, and the 230 kV transmission lines between the Central East Substation and Peñasquitos Substation.

While the MOA states that IID, and not SDG&E, would construct the Imperial County portion of the SRPL, SDG&E's applications to the CPUC and to the BLM include the entire project. Similarly, IID has submitted an application to the BLM for a permit to construct and operate the Imperial County portion of the project. Because of this overlap, the EIR/EIS prepared by the CPUC and BLM for the SRPL will address the whole project from Imperial Valley Substation to Peñasquitos Substation because NEPA and CEQA require consideration of the whole of the proposed action, even if the agency is only permitting a portion of it.

C. SDG&E Route Development Process

In an attempt to obtain public input into the development of the route for the Sunrise Powerlink transmission line, SDG&E created a Public Process to inform stakeholders and the public and to invite their input during route development. In the course of its Public Process, SDG&E conducted six formal meetings, called Community Working Groups (CWGs), to gather input from specific stakeholders and affected agencies, and 16 public Open Houses. Meetings were held at nine different locations along study corridors, attracting 1,337 attendees. The process was conducted in three phases as follows:

**Notice of Preparation – Notice of Public Scoping Meetings
Sunrise Powerlink Project**

Phase	Purpose	Timeframe	Open Houses and Working Group Meeting Locations (Meeting Dates)
Phase I	Presented purpose and need information and project timelines.	August to December 2005	6 open houses, 2 CWG meetings: Ramona, Borrego Springs, Valley Center, San Diego (October 3-26, 2005)
Phase II	Focused on criteria for preliminary route selection at a broad scale to create study corridors.	November 2005 to January 2006	5 open houses, 2 CWG meetings: Julian, Ramona, Borrego Springs, San Diego, Valley Center (Nov. 14 – Dec. 13, 2005)
Phase III	Identified the proposed and alternative routes.	February to May 2006	7 open houses, 2 CWG meetings: San Diego, Ramona, Borrego Springs, Warner Springs, El Centro (March 20-29, 2006)

Subsequent to Phase III meetings, SDG&E made additional revisions to its proposed and alternative routes, resulting in the routing presented in the PEA that was submitted to the CPUC on August 4, 2006.

D. Project Description

Project Purpose

According to SDG&E, the proposed Sunrise Powerlink Project is needed for three primary reasons:

1. Maintain reliability of service.
2. Provide transmission capability for renewable resources.
3. Reduce energy costs in the San Diego region.

In addition, SDG&E has presented the following eight objectives in its PEA:

1. Ensure SDG&E’s transmission system satisfies minimum CAISO, NERC and WECC reliability criteria throughout the planning horizon of SDG&E’s Long Term Resource Plan (LTRP) and beyond, including the requirement that there be no loss of load within the San Diego area under G-1/N-1 contingency conditions.¹ Avoid siting the Proposed Project parallel to SWPL for long distances especially avoiding areas with fire history or fire potential.
2. Provide transmission facilities with a voltage level and transfer capability that (a) allows for prudent system expandability to meet both anticipated short-term (2010) and long-term (2015 and beyond) load growth through a total San Diego area import capability of at least 4,200 MW (all lines in service) and 3500 MW (under G-1/N-1 contingency conditions) and (b) supports regional expansion of the electric grid.
3. Provide transmission capability for Imperial Valley renewable resources for SDG&E customers to assist in meeting or exceeding California’s 20% renewable energy source mandate by 2010 and the Governor’s proposed goal of 33% by 2020.
4. Reduce the above-market costs associated with maintaining reliability in the San Diego area while mitigating the potential exercise of local market power, particularly the costs associated with inefficient generators such as the South Bay and Encina Power Plants.
5. Improve regional transmission system infrastructure to provide for the delivery of adequate, reliable, and reasonably priced energy supplies and to implement the transmission elements of state and local energy plans.

¹ “G-1” is the term used for transmission system analysis assuming that the largest generating facility is offline; “N-1” assumes that the largest transmission line is out of service.

6. Obtain electricity generated by diverse fuel sources and decrease the dependence on increasingly scarce and costly natural gas.
7. Avoid, to the extent feasible, the taking and relocation of homes, businesses or industries, in the siting of the transmission line, substation and associated facilities.
8. Minimize the need for new or expanded transmission line ROW [right-of-way] in urban or suburban areas of the SDG&E service territory already traversed by multiple high voltage transmission facilities and, to the extent feasible, assist in implementing local land use goals.

The objectives presented by SDG&E will guide the development of alternatives to the SRPL, but because CEQA does not require that alternatives meet *all* objectives, these objectives do not unreasonably constrain the alternatives development process.

Description of Proposed Project

The transmission line and facility upgrades proposed by SDG&E are known as “Sunrise Powerlink” or “SRPL.” The entire project would span a total of 150 miles (676 new towers), including a 91-mile 500 kilovolt (kV) transmission line (in Imperial County and eastern San Diego County) and a new 59-mile 230 kV line (in central and western San Diego County) that includes both overhead and underground segments. It would also include a new substation in central San Diego County and upgrades at four existing substations. The entire transmission line route is illustrated in **Figure 1 (Proposed Project Overview)** at the end of this NOP. The proposed route and ROW requirements are described below in five segments, starting at the southeastern end of the project.

Imperial Valley Link

Project Location. The first segment of the project would consist of 60.9 miles of the route, including the entire Imperial County portion and a few miles in San Diego County, as illustrated in **Figure 2, Imperial Valley Link**. The SRPL would start at SDG&E’s Imperial Valley Substation located about five miles southwest of the center of the City of El Centro. It would be on BLM land and private land, following about four miles of the existing 500 kV Southwest Powerlink (SWPL) transmission line to the northwest, then turning north, following the eastern edge of BLM land adjacent to agricultural lands. From Milepost 20 to 41, the route would follow an existing IID transmission line. It would turn west to follow SR 78 for 9.6 miles, then south along another existing IID 92 kV transmission line for 2.8 miles. The route would approach Anza-Borrego Desert State Park westward along Old Kane Springs Road for 10.8 miles.

Land Ownership and Land Use. Land ownership within the 61-mile Imperial Valley Link is primarily private owners (28.4 miles) and BLM land (31.4 miles). Land uses along the Imperial Valley Link include agriculture (13.5 miles), open space and recreation (46.2 miles) and undeveloped private property.

Project Configuration. The SRPL in the Imperial Valley Link would require construction of a total of 205 new 500 kV towers with an average height of 160 feet. Lattice towers like the existing SWPL towers would be constructed in the 4-mile portion along the SWPL. From Milepost 4 to 20, where the route follows the western edge of agricultural lands, proposed towers would be 49 steel poles and 14 lattice structures. The next 29.7 miles of the link would be constructed with lattice towers. Following a desert trail, the remaining 10.8 miles of the Imperial Valley Link would include 22 H-frame and 12 lattice structures.

ROW and Access Roads. The Imperial Valley Link would require that SDG&E obtain a new 200-foot ROW, and would require construction of 49.4 miles of new access roads (119.7 acres of disturbance).

Substation Upgrade. The Imperial Valley Link also includes upgrades to the existing SDG&E Imperial Valley Substation to accommodate the termination of the new 500 kV transmission line. The substation modifications would be within the existing substation fence in previously disturbed areas.

Anza-Borrego Link

Project Location. The proposed project would include 22.6 miles through the Anza-Borrego Desert State Park (ABDSP), as shown on **Figure 3, Anza-Borrego Link**. It would continue through ABDSP adjacent first to Old Kane Spring Road for 7.3 miles, then to State Route (SR) 78 for about 10 miles, passing the Tamarisk Grove Campground and County Route (CR) 3 to Borrego Springs, and finally to Grapevine Canyon Road, turning northwest. The route would pass through approximately 5.6 miles of the Park within Grapevine Canyon Road.

Land Ownership and Land Use. The entire Anza-Borrego Link would be located within Anza-Borrego Desert State Park. SDG&E has an existing 100-foot wide easement through the Park that was granted by BLM, but the 500 kV line would require a 150-foot wide right-of-way, so an expanded easement is required. Because of the wider easement and a route modification that would avoid a cultural resource site, the project as proposed in the Park would be located on 43 acres of land designated as State Wilderness.

Project Configuration. The entire Anza-Borrego Link would require relocation of both an existing IID 92 kV line and an SDG&E 69 kV transmission line. From the project's entry to the Park on Old Kane Springs Road to the intersection with SR 78 (6.5 miles), the new line would be on 47 new steel lattice towers with the IID 92 kV line moved to the new towers below the 500 kV conductors (an "underbuild"). Following SR 78 to the existing Narrows Substation (MP 69.7), the 92 kV line would be installed underground within the highway and the new 500 kV line would be on six H-frame structures north of the highway. At the Narrows Substation, the 500 kV line would pass north of the highway, and the smaller lines would connect to the substation using two H-frame towers. The IID 92 kV line would terminate using one H-frame tower, and the existing 69 kV SDG&E line (currently on wood poles) would be moved underground into the highway for 5.1 miles. The new 500 kV line would continue north of the highway on 25 H-frame towers. From the intersection of S3 and SR 78, the 69 kV line would be underbuilt on 58 new lattice towers. Within the Park, a total of 141 new structures would be constructed at an average height of 130 feet.

ROW and Access Roads. The Anza-Borrego Link would follow much of an existing 100-foot-wide ROW within the Park, but would require that SDG&E obtain an additional 50 feet of ROW. Portions of the proposed route would diverge from the existing ROW in areas where SDG&E wanted to reduce impacts (e.g., to move the new line further from the Tamarisk Grove Campground or to avoid cultural resources).

While existing access roads would be used along most of the Anza-Borrego Link, 8 miles of new access roads would be required (with 19.4 acres of disturbance).

Central Link

Project Location. As shown on **Figure 4A, Central Link**, the project within the Central Link is 27.3 miles long and would include 7.4 miles of 500 kV line and 19.9 miles of 230 kV line. The 500 kV line would continue northwest from the western boundary of the Park within Grapevine Canyon for about four miles, then turning west and staying south of S22 for about 2.5 miles. At this point, the 500 kV line would cross S2 and turn south for one mile, into the new Central East Substation.

The 230 kV line would exit the substation to the north, staying west and south of S2 for about seven miles. Then it would turn south for two miles, paralleling SR 79 on its east side. It would cross to the west side of SR 79 at the intersection of SR 79 and SR 76 (southeast of Lake Henshaw). Heading south,

it would parallel SR 79 at a distance of between one-half mile and three miles west of the highway. The line would parallel a portion of Mesa Grande Road running southeast, then turn south to cross SR 78 about 3/4-mile west of Santa Ysabel (at the intersection of SR 79 and SR 78), then continue south-southwest for 2.5 miles on the east side of SR 78.

Land Ownership and Land Use. Land ownership along the Central Link is: Vista Irrigation District (8.7 miles), private property (11.1 miles), and SDG&E (0.1 miles). The route would pass adjacent to the Santa Ysabel Reservation and just outside of the Cleveland National Forest. Land uses along the Central Link include undeveloped open space (22 miles), agriculture (5.1 miles), roads (0.3 miles), and park land (0.2 miles).

Project Configuration. The Central Link would include both 500 kV and 230 kV transmission line towers, and the proposed new Central East Substation. In total, there would be 158 new towers averaging 120 feet tall for 123 new 230 kV towers and averaging 160 feet tall for the 35 new 500 kV lattice towers. The 500 kV towers through Grapevine Canyon would have the 69 kV underbuild, and the existing 69 kV wood poles would be removed. At the point where the 500 kV line turns due west, the 69 kV line would drop off the 500 kV towers and continue on existing wood poles to the Warner Substation (located at the intersection of S2 and SR 79). The 230 kV portion of this segment would include tubular steel poles with lattice towers where inaccessible terrain requires helicopter construction. The new 230 kV towers would also support the existing 69 kV line located along SR79; this circuit would be underbuilt on the new towers and the existing wood poles would be removed from the intersection of SR76 and SR79 south to the Santa Ysabel Substation on SR78.

ROW and Access Roads. New ROW would be required in the Central Link ranging from 200 to 300 feet in width, and construction of 36.4 miles of new access roads would be required. This would result in over 182.3 acres of disturbance.

Central East Substation. The proposed Central East Substation (see **Figure 4B**), requiring approximately 106 acres of disturbance, would be located on a privately owned parcel that SDG&E is purchasing. It is located in an undeveloped rural area, about a mile west of S2 and about 1.2 miles south of the S2/S22 intersection in northern San Diego County. The electrical facilities of the substation would include 500 kV and 230 kV air insulated, breaker and half design, electrical buses, one 500 kV transmission circuit, two 230 kV transmission circuits, two 1120 MVA transformer banks, one series capacitor, two 230 kV shunt capacitors and associated breakers, disconnect switches, protective relays, metering, and Supervisory Control and Data Acquisition (SCADA) equipment. The substation general arrangement would include the 500 and 230 kV transmission lines, as well as 500/230 kV transformer banks.

Inland Valley Link

Project Location. **Figure 5A, Inland Valley Link**, and **Figure 5B, Detail of Ramona Area**, illustrates the 25.5-mile project route in this area which would extend from southwest of Santa Ysabel, south of central Ramona, and end at the existing Sycamore Canyon Substation on the north edge of Marine Corps Air Station Miramar. The first segment in this link would generally parallel the existing SDG&E 69 kV transmission line that connects Santa Ysabel and Creelman Substations, except for a mile-long segment would diverge west of the 69 kV line to avoid United States Forest Service property. Entering Mount Gower County Preserve from the northwest, the lines would be installed underground, first along a dirt road within the Preserve, then continuing underground in Gunn Stage Road and San Vicente Road. The lines would transition to overhead on San Vicente Road just west of Wildcat Canyon Road, then cross San Vicente Road to the north side for about one mile. At this point, the route would follow an existing SDG&E 69 kV transmission line to the southwest to the Sycamore Canyon Substation.

Land Ownership and Land Use. Land ownership in the Inland Valley Link includes SDG&E (16.9 miles), BLM (1.2 miles), Department of Defense – Marine Corps Air Station Miramar (0.7 miles), Vista Irrigation District (0.1 miles), San Diego County (1.1 miles), and private (6.1 miles). Land use in this link includes undeveloped open space (13.1 miles), agricultural land (1 mile), recreation (7 miles) and public streets in residential areas (through which the route would pass for 4.2 miles underground in roads).

Project Configuration. New towers would average 120 feet tall, and would include 125 double circuit 230 kV tubular steel poles with lattice structures being used in areas where limited vehicle access would require helicopter construction. In addition, two tubular steel cable poles would be located at each end of the underground segment south of Ramona to transition between overhead and underground segments, each supporting conductors for a single 230 kV circuit.

ROW and Access Roads. Much of the Inland Valley Link would parallel existing 69 kV transmission lines, but 13 miles of new ROW would need to be acquired, ranging from 60 to 200 feet in width. Nearly 8 miles of new access roads would be required, resulting in 24.7 acres of disturbance.

Coastal Link

Project Location. A new, 13.6-mile single-circuit 230 kV transmission line would begin at the existing Sycamore Canyon Substation in Rancho Peñasquitos and terminate at the existing Peñasquitos Substation in the Torrey Hills area of the City of San Diego, as illustrated in **Figure 6A, Coastal Link** and **Figure 6B, Rancho Peñasquitos Detail**. A 5.9-mile segment from the Sycamore Canyon Substation to the Chicarita Substation would turn northwest and would be installed within existing SDG&E ROW. Immediately west of Chicarita Substation a 4.3-mile underground segment would start. The first 1.9 miles would be in a 50-year-old dedicated SDG&E utility right-of-way that is currently vacant. The 230 kV line would be constructed within Park Village Drive and the Los Peñasquitos Canyon Preserve for 2.4 miles (underground), then transition to overhead in another SDG&E corridor at the western end of Park Village Drive. For the last 3.3 miles, the new 230 kV circuit would be overhead within existing SDG&E ROW into the Peñasquitos Substation.

Land Ownership and Land Use. Land ownership in the Coastal Link includes: SDG&E right-of-way (11.8 miles), private property (0.1 miles), City of San Diego (1.4 miles), and Department of Defense – Marine Corps Air Station Miramar (0.3 miles). Land use in this link includes commercial (0.1 miles) open space and parks (11.2 miles), utilities and transportation (1.8 miles) and residential (0.4 miles). The Coastal Link would traverse 1.6 miles of Los Peñasquitos Canyon Preserve.

Project Configuration. The Coastal Link would require construction of 48 new structures in three segment configurations:

- The link would begin within an existing right-of-way currently containing a double-circuit 230 kV line and a single-circuit 69 kV line. The existing 69 kV circuit would be relocated to 30 new 230 kV double circuit tubular steel poles, and the existing wood H-frame structures would be removed. The new structures would be designed to match the existing double circuit 230 kV structures east of Chicarita Substation.
- West of Chicarita, the new 230 kV line would be installed underground through the vacant ROW, in Park Village Drive, and below a trail in the Los Peñasquitos Canyon Preserve. It would then enter an existing SDG&E right-of-way at the west end of the preserve segment.
- The line would transition overhead into a segment currently containing double circuit 230 kV line on tubular steel poles and a wood H-frame supporting 69 and 138 kV lines. In this segment, the wood H-frame towers would be removed and the new 230 kV circuit would be constructed on 16

tubular steel poles with the 69/138 kV line on the same new tower. This segment would connect to Peñasquitos Substation.

Substation Upgrades. The Coastal Link would include modifications to the existing Sycamore Canyon and Peñasquitos Substations. The Sycamore Canyon Substation would be modified to accommodate termination of three new 230 kV transmission circuits (the new double circuit entering the substation from the new Central East Substation and the new single circuit exiting the substation towards the Peñasquitos Substation). The scope includes installation of support structures, circuit breakers, disconnect switches, insulators, foundations, control cable, power cable, protective line relays, and communication and SCADA interfaces. The Peñasquitos Substation would be modified to accommodate the new 230 kV circuit; all improvements at this site would be within the existing substation fencing.

ROW and Access Roads. Approximately 0.4 miles of new access roads would be required in this segment, resulting in disturbance of about 1.1 acres of land.

Other System Upgrades

The SRPL Project would require upgrades to three existing substations described above (Imperial Valley, Sycamore Canyon, and Peñasquitos), as well as construction of a new substation (Central East Substation), also described above. In addition, the Sunrise Powerlink Project would require that SDG&E upgrade other portions of its electric system that are physically separate from the corridor described in the five links above:

- A reconductor² of the existing Sycamore Canyon to Elliot 69 kV transmission line would be required. Along this 8.5-mile segment, new conductors would be installed primarily on existing towers, but several towers would have to be replaced with new towers in order to support the weight of the new lines.
- The San Luis Rey Substation would be modified with the addition of a third 230/69 kV transformer and a 230 kV, 69 MVAR shunt capacitor.
- The South Bay Substation would be modified with the addition of a 69 kV, 50 MVAR shunt capacitor.

The environmental effects of these upgrades will be addressed in the EIR/EIS.

E. Affected Jurisdictions

Overall, the proposed Sunrise Powerlink Project would be within Imperial County for 56.5 miles and within San Diego County for 93.3 miles. The route passes through the following jurisdictions:

- BLM land: 33.0 miles
- Unincorporated Imperial County: 23.5 miles
- Anza-Borrego Desert State Park (California Department of Parks and Recreation) 22.6 miles
- Unincorporated San Diego County: 53.2 miles
- Department of Defense (MCAS Miramar): 2.5 miles
- City of San Diego : 14.7 miles

² Reconductoring is the installation of new, higher capacity conductors, generally on existing towers (some new towers would be required when existing towers cannot support the greater weight of the new conductors).

- City of Poway: 0.3 miles

F. Potential Environmental Effects

In accordance with CEQA and NEPA guidelines, the CPUC and BLM intend to prepare a joint EIR/EIS to evaluate potential environmental effects of the Proposed Project, and to propose mitigation measures to reduce any significant effects identified. The EIR/EIS will identify feasible alternatives, compare the environmental impacts of the alternatives to the Proposed Project, and propose mitigation to reduce their effects.

Based on preliminary analysis of the Proposed Project and review of documents submitted by SDG&E and other parties to the CPUC's CPCN proceeding, completion of the Proposed Project may have a number of environmental effects. Potential issues and impacts to the existing environment include those listed in Attachment 1. No determinations have yet been made as to the significance of these potential impacts; such determinations will be made in the environmental analysis conducted in the EIR/EIS after the issues are considered thoroughly. To assist the reader in understanding the range of impacts that could be considered, and to provide a guide for scoping comments, Attachment 2 includes CEQA Checklist questions that typically would be evaluated in an EIR. In addition to analysis of the issues listed in Attachment 1 and other issues raised in the scoping process, the EIR/EIS will evaluate the cumulative impacts of the project in combination with other past, present, and planned projects in the area.

Mitigation Measures

SDG&E has proposed measures that could reduce or eliminate potential impacts of the Proposed Project. The effectiveness of these measures (called "applicant proposed measures" or APMs) will be evaluated in the EIR/EIS, and additional measures ("mitigation measures") will be developed to further reduce impacts, if required. When the CPUC and BLM make their final decisions on the Proposed Project, they will define the mitigation measures to be adopted if the project or an alternative is approved, and the CPUC will require implementation of a mitigation monitoring and reporting program.

G. Alternatives

In compliance with CEQA and NEPA, an EIR/EIS must describe a reasonable range of alternatives to the project or project location that could feasibly attain all or most of the basic project objectives and avoid or lessen any of the significant environmental impacts of the Proposed Project. Alternatives may include different routes for the transmission line or alternative methods of providing electric power to the SDG&E area. Additionally, the No Project/No Action Alternative must also be analyzed in the EIR/EIS. The No Project/No Action Alternative will describe the situation that would likely occur in the absence of Proposed Project implementation. Further, the EIR/EIS must evaluate the comparative merits of the alternatives.

In the Proponent's Environmental Assessment (PEA) for SRPL, SDG&E evaluated a variety of project alternatives, including alternative routes, alternative transmission projects, and non-transmission alternatives. These alternatives are briefly described below and are illustrated, in part, in **Figure 7 (SDG&E Alternatives Fully Evaluated and Carried Forward in PEA)** and **Figure 8 (SDG&E Alternatives Considered and Eliminated)**.

As part of the environmental review process for SRPL, the CPUC and BLM will re-evaluate the feasibility of SDG&E's alternatives and determine whether or not any of them meet CEQA and NEPA requirements for being carried to full analysis. In addition, the CPUC and BLM will likely develop other alternatives for evaluation in the EIR/EIS. New alternatives developed during the

environmental review process for SRPL could be based on the input received during the scoping process and on the impacts of the Proposed Project identified during analysis.

Alternatives Considered by SDG&E

In its August 2006 PEA, SDG&E included a discussion of alternatives in two categories: those with impact analysis presented in the PEA, and those eliminated without detailed PEA analysis. Both categories of alternatives are documented in PEA Section 3 (Alternatives) and also in PEA Appendix B (Routing & Siting Study). **All of the alternative routes identified by SDG&E will be considered in the EIR/EIS, but these alternatives will not necessarily be carried forward and fully evaluated in the EIR/EIS. Additional alternatives not listed here, developed in response to agency or public comments or by the EIR/EIS team, may be considered in the EIR/EIS.**

Following is a summary of the alternatives presented by SDG&E in its PEA, along with SDG&E's rationale for retaining or eliminating each alternative. This information and SDG&E's conclusions will be independently reviewed in the EIR/EIS.

SDG&E Alternatives Fully Evaluated and Carried Forward in the PEA

SDG&E evaluated the following eight alternative routes in its PEA, as well as an alternative substation site, the Central South Substation Alternative. These alternatives (identified using names and mileposts [MP] shown on **Figure 7**) are listed below.

- **Western Alternative** (replaces proposed route from MP 4.0–54.2). Avoids agricultural lands and more heavily traveled highways.
- **SR-78 East Alternative** (replaces proposed route from MP 61.7–68.2). Follows more of SR 78 rather than smaller unpaved roads to the south.
- **SR-78 West Alternative** in combination with **S2 Alternative** (replaces proposed route from MP 78 to MP 90). Avoids Grapevine Canyon in ABDSP.
- **Borrego Valley Alternative**, including Borrego 500/12 kV Substation in Borrego Springs (in combination with **SR-78 East Alternative**, replaces proposed route from MP 61.7–86.1). Requires a shorter route segment through ABDSP (though outside of existing corridor and within Pinyon Ridge Wilderness Area).
- **SR-79 Alternative** (replaces proposed route from MPs 91–97.6, 100.2–106.1, 103.5–110.3). Follows existing transmission line rights-of-way or (for southern segment) would reduce visibility of new 230 kV lines through Santa Ysabel Valley.
- **Ramona Alternative** (replaces proposed route from MPs 117.1–123.3) – avoids use of paved roadways (Gunn Stage Road and San Vicente Road). Follows existing transmission rights-of-way.
- **Northwest Corner Alternative** (replaces proposed route in Rancho Peñasquitos area from MP 143.8–146.7). Follows existing SDG&E easement; avoids use of Park Village Drive and Peñasquitos Canyon Preserve.
- **Mannix-Dormouse Road Alternative** (in combination with Northwest Corner Alternative, replaces proposed route in Rancho Peñasquitos area from MP 143.8–146.7). Follows existing SDG&E easement; avoids use of Park Village Drive and Peñasquitos Canyon Preserve.
- **Central South Substation Alternative** would be located about one mile south of the community of Santa Ysabel. This location of the 500/230 kV substation would require that the 500 kV transmission line continue about 18 miles past the currently proposed location of the Central East Substation.

SDG&E Alternatives Eliminated from Full Evaluation in the PEA

SDG&E considered and eliminated several sets of alternatives during its pre-filing study period, as described below and illustrated on **Figure 8**. The PEA and its Appendix B, Routing & Siting Study, define the rationale for SDG&E's elimination of these alternatives in more detail. Key points are summarized below.

Routing and Siting Alternatives Considered and Eliminated by SDG&E

- **Alternative Segment A**, Northern Borrego Springs: The route follows highways (SR 86 and S22), but was eliminated by SDG&E because it passes through more populated areas and is longer than the proposed route.
- **Alternative Routes B, C, D**: The 500 kV line would leave Imperial Substation parallel to existing 500 kV Southwest Powerlink (SWPL) into San Diego County, then turn north following existing roads or transmission corridors through portions of Cleveland National Forest and Cuyamaca Rancho State Park. Eliminated by SDG&E due to reliability concerns of locating a new 500 kV line near SWPL, effect on residential properties and sensitive species, and because of the Cleveland National Forest approval process for amending Forest Plan.
- **Alternative Segment 1**: A 500 kV line would exit Imperial Valley Substation following existing IID 92 kV transmission line to Narrows Substation. Eliminated by SDG&E because it would affect more agricultural land, pass through Desert Range Military Facility which has height restrictions, and affect flat-tailed horned lizard Designated Management Areas.
- **Alternative Segment 2**: This segment would be a 500 kV line following SR78 from the Imperial Valley Substation to Narrows Substation. It was eliminated by SDG&E because it would be located within agricultural land and also passes through areas with military structure height restrictions.
- **Alternative Segment 3, 3B, 3D**: These segments are variations of the Western Alternative (see SDG&E Alternatives Fully Evaluated in PEA, above) that were considered as routes for connecting the SWPL corridor with the existing IID 92 kV corridor along the western Imperial Valley floor. They were eliminated by SDG&E because of potential conflicts with existing land uses.
- **Alternative Segment 4**: Install 500 kV line from the Imperial Valley Substation to SR78/S2 Junction via S2 through western ABDSP. Requires also Alternative Segments 7 or 8. Eliminated by SDG&E because of the high-value scenic viewshed, greater amounts of bighorn sheep habitat, and state designated wilderness.
- **Alternative Segment 7**: The 500 kV line would follow S2 from its intersection with SR78 to its intersection with S22 and would avoid Grapevine Canyon within the ABDSP. It would require use of Alternative Segments 6 or 4. Eliminated by SDG&E because of presence of agricultural land.
- **Alternative Segment 6/8**: Install overhead 500 kV line along SR78 and S2 to avoid Grapevine Canyon by following roadways to the south and west. Eliminated by SDG&E due to number of schools and residences (it would pass through the community of Julian) and occurrence of sensitive species and habitat.
- **Alternative Segment 10**: Santa Ysabel Substation to Creelman Substation via SR78. Eliminated by SDG&E because it would pass through central Ramona and other populated areas, have greater agricultural impacts, and would be more difficult to construct.
- **Alternative Segment 11**: This segment follows an existing transmission line for a few tenths of a mile through a corner of the Cleveland National Forest northeast of Ramona. The proposed project route was defined to avoid the Forest so its permitting requirements would not apply; as a result, this segment was eliminated by SDG&E.

- **Alternative Segment 12, 14, 15:** Creelman Substation to Chicarita via Poway Substation and Warren Canyon Substation, via two different routes. Eliminated by SDG&E because these routes would affect more residences, parks, and schools, and do not follow existing transmission corridors.
- **Alternative Segment 13:** Creelman Substation to Peñasquitos via Scripps Substation. Eliminated by SDG&E because the route passes through residential areas with schools and follows no existing transmission corridors. It also passes through greater portions of Miramar MCAS.
- **Alternative Segment 16:** North of Peñasquitos. This route would follow a new corridor from the Ramona area to the Escondido Substation, then follow an existing 69 kV line to the Peñasquitos Substation. This route was eliminated by SDG&E because it would be longer than other segments, and would be located in a more populated area than the proposed segment.

Substation Sites Eliminated by SDG&E

- **Alternative Warner West Substation Area.** This site was eliminated by SDG&E because of its greater agricultural and residential land uses, higher number of archaeological sites, sensitive species, and greater number of private landowners.

System Alternatives Considered and Eliminated by SDG&E

- **Energy Efficiency:** Eliminated because it would not meet reliability or renewable objectives and because it would not provide sufficient demand reduction to meet anticipated demand growth.
- **In-Area Generation:** SDG&E considered addition of 1623 MW of generation between 2010 and 2015. Eliminated because it would not meet renewable or economic objectives and would result in additional environmental impacts.
- **Rooftop Solar:** Eliminated because SDG&E predicted it would provide 150 MW by 2015, insufficient to meet project objectives, and would be expensive.
- **New 230 kV lines** between Imperial Valley and Miguel Substations located in Mexico (Comisión Federal de Electricidad [CFE]). Eliminated because Miguel Substation is heavily loaded would have greater impacts, and would have permitting challenges.
- **Full Loop Alternative** would be a future expansion beyond the proposed Sunrise Powerlink Project, expanding the SDG&E 500 kV system to the north to incorporate the LEAPS. Eliminated because it would require additional time for planning and permitting, and would have greater impacts than the proposed project.
- **Demand Response**, which would target reduced electricity usage when energy costs are at their highest, was rejected because its components are already part of SDG&E's Long Term Resource Plan but would not meet project objectives.
- **Distributed Generation** would require installation of small scale fossil fuel systems that would reduce net load on SDG&E's transmission and distribution system. Eliminated because it would not meet objectives, would have high cost, high air quality impacts, and regulatory hurdles for permitting.
- **Imperial Valley-Miguel 500 kV #2 (second SWPL):** There is inadequate transmission capacity available from Miguel Substation, transfers impacts to other areas, and would not meet project objectives.
- **Four new 230 kV circuits** (rather than one 500 kV line) — overhead and/or underground — from Imperial Valley Substation into San Diego County. Would provide similar power import capability but would have greater impacts and greater cost.
- A combination of new SDG&E/SCE transmission lines in the **Talega-Escondido and Valley-Serrano** corridors could be combined with the **Lake Elsinore Advanced Pumped Storage (LEAPS) Project** to allow hydroelectric power generated at LEAPS to be transmitted to the San Diego area. Eliminated because LEAPS is not approved and faces regulatory hurdles.

Alternatives to be Evaluated in the EIR/EIS

As discussed above, the EIR/EIS Team will re-evaluate all the alternatives considered by SDG&E, as well as all alternatives suggested during the scoping process. In addition, the Team will evaluate alternatives addressed in regional transmission planning groups and alternatives developed by the Team itself.

H. Public Scoping Meetings

The CPUC and BLM will conduct public Scoping Meetings in five locations in the project area, as shown in Table 1. The purpose of the scoping meetings is to present information about the Proposed Project and the CPUC and BLM’s decision-making processes, and to listen to the views of the public on the range of issues relevant to the scope and content of the EIR/EIS.

Everyone is encouraged to attend these meetings to express their concerns about the project and to offer suggestions regarding alternatives to the project as proposed, including alternatives to routing through Anza-Borrego Desert State Park. The meeting in Mission Valley has been specifically designated for people to provide input on routing alternatives to the Anza-Borrego Desert State Park. However, attendees at the Mission Valley meeting may also comment on any other topics. In addition, it should be noted that comments on alternatives are welcome at all other meeting locations.

Location	Day, Date, Time	Directions
El Centro Imperial County Board of Supervisors 940 West Main St., Suite 219 El Centro, CA 92243	Monday October 2, 2006 4:30pm to 8:00pm	<p>From the west, take I-8 to Exit 114 directly onto northbound Imperial Ave. After 1.6 miles on Imperial Ave., turn right on W. Main Street. The Board of Supervisors building is across from the courthouse.</p> <p>From the north, take Hwy 86 south into El Centro and turn left on W. Main Street. The Board of Supervisors building is across from the courthouse.</p>
Ramona Charles Nunn Performing Arts Center 1521 Hanson Lane Ramona, CA 92065	Tuesday October 3, 2006 4:00pm to 6:00pm 7:00pm to 9:00pm	<p>From the south take I-15 to Scripps Poway Pkwy (S4) eastbound. After about 8 miles turn left on SR 67 and continue into Ramona, following directions below.</p> <p>From east or west on SR 67 (also Main Street) in Ramona, turn southeast onto Hunter St. At the end of the street, take a sharp left onto Rowley Ave. Take the first right onto Ramona St, then the first left on Hanson Lane. The PAC is 0.5 miles further on the left, next to the high school.</p>
Borrego Springs Borrego Springs Resort 1112 Tilting T Drive Borrego Springs, CA 92004	Wednesday October 4, 2006 2:00pm to 4:30pm 6:00pm to 8:30pm	<p>From the west, take S22 which turns right onto Palm Canyon Dr. Proceed 1.4 miles. At the turnaround, turn right (south) onto Borrego Springs Road and drive south 1.8 miles. Turn left on Tilting T drive and follow its curves for 1.3 miles.</p> <p>From the east, take S22 which turns west in Borrego Springs as Palm Canyon Drive. Turn left on Borrego Valley Rd and your first right onto Tilting T Drive. Enter through the Borrego Springs Resort arches. The meeting room is in the main building.</p>
San Diego–Mission Valley Hilton Hotel 901 Camino Del Rio S (near intersection of I-8 and SR 163) San Diego, CA 92108	Thursday October 5, 2006 2:00pm to 5:00pm	<p>From north or south on SR 163, take the I-8 East and exit immediately onto Mission Center Rd toward Camino del Rio South. After almost a mile, the road curves sharply to the right onto Camino del Rio S.</p> <p>From the west on I-8, take exit 5 toward Auto Circle/Mission Center Rd. At the end of the ramp, turn right onto Camino del Rio S.</p>
San Diego–Rancho Peñasquitos Doubletree Golf Resort 14455 Peñasquitos Drive San Diego, CA 92129	Thursday October 5, 2006 6:30pm to 9:00 pm	<p>From the north, take I-15 to Exit 21/Carmel Mountain Road. Turn right (west) at the end of the exit ramp, then take the first right. The Doubletree is immediately on the right.</p> <p>From the south, take I-15 to Exit 21/Carmel Mountain Road. Turn left (west) at the end of the exit ramp, then take the first right. The Doubletree is immediately on the right.</p>

I. Scoping Comments

At this time, the CPUC and BLM are soliciting information regarding the topics and alternatives that should be included in the EIR/EIS. Suggestions for submitting scoping comments are presented at the end of this section. **All scoping comments must be received by October 20, 2006.** You may submit comments in a variety of ways: (1) by U.S. mail, (2) by electronic mail, (3) by fax, or (4) by attending a Public Scoping Meeting (see times and locations in Table 1 above) and making a verbal statement or handing in written comments at the scoping meetings.

By Mail: If you send comments by U.S. mail, please use first-class mail and be sure to include your name and a return address. Please send written comments on the scope and content of the EIR/EIS to:

Billie Blanchard, CPUC / Lynda Kastoll, BLM
c/o Aspen Environmental Group
235 Montgomery Street, Suite 935
San Francisco, CA 94104-3002
Fax and Voicemail: (866) 711-3106

By Electronic Mail: E-mail communications are welcome; however, please remember to include your name and return address in the e-mail message. E-mail messages should be sent to sunrise@aspeneq.com.

By Fax: You may fax your comment letter to our information line at (866) 711-3106. Please remember to include your name and return address in the fax, to write legibly, and use black or blue ink.

A **Scoping Report** will be prepared, summarizing all comments received (including oral comments made at the Scoping Meetings). This report will be posted on the project website at: <http://www.cpuc.ca.gov/environment/info/aspen/sunrise/sunrise.htm>, and copies will be placed in local document repository sites listed in Table 2 below. In addition, a limited number of copies will be available upon request to the CPUC or BLM Project Managers.

Suggestions for Effective Participation in Scoping

Following are some suggestions for preparing and providing the most useful information for the EIR/EIS scoping process.

1. **Review the description of the project** (see Section C of this Notice of Preparation and the maps provided). Additional detail on the project description is available on the project website where SDG&E's Proponent's Environmental Assessment may be viewed.
2. **Review the CEQA impact assessment questions** (see Attachment 2).
3. **Attend the scoping meetings** to get more information on the project and the environmental review process (see times and dates in Table 1 above).
4. **Submit written comments** or attend the scoping meetings and **make oral comments**. Explain important issues that the EIR/EIS should cover.
5. **Suggest mitigation measures** that could reduce the potential impacts associated with SDG&E's Proposed Project.
6. **Suggest alternatives** to SDG&E's Proposed Project that could avoid or reduce the impacts of the Proposed Project.

J. For Additional Project Information

Internet Website. Information about this application and the environmental review process will be posted on the Internet at:

<http://www.cpuc.ca.gov/environment/info/asp/sunrise/sunrise.htm>

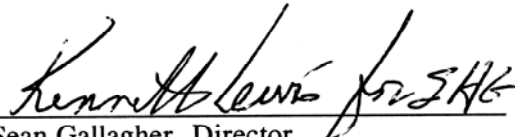
This site will be used to post all public documents during the environmental review process and to announce upcoming public meetings. In addition, a copy of SDG&E's PEA may be found at this site, and the Draft EIR/EIS will be posted at the site after it is published.

Project Information Hotline. You may request project information by leaving a voice message at (866) 711-3106 or sending a fax, using the same telephone number.

Document Repositories. Documents related to the SRPL Project and the EIR/EIS will be made available at the sites listed in Table 2 on the next page.

K. Issuance of NOP

The California Public Utilities Commission hereby issues this Notice of Preparation of an Environmental Impact Report.


Sean Gallagher, Director
Energy Division
California Public Utilities Commission

Date: September 11, 2006

**Notice of Preparation – Notice of Public Scoping Meetings
Sunrise Powerlink Project**

Table 2. Repository Sites

Imperial County - Library Sites		
Brawley Public Library	400 Main Street, Brawley, CA 92227.....	(760) 344-1891
Calexico City Library	850 Encinas Avenue, Calexico, CA 92231.....	(760) 339-2470
El Centro Public Library	539 W State Street, El Centro, CA 92243.....	(760) 337-4565
Imperial Public Library	200 W 9th Street, Imperial, CA 92251.....	(760) 355-1332
Imperial County – Bureau of Land Management Offices		
El Centro Field Office	1661 S 4th Street, El Centro, CA 92243.....	(760) 337-4400
Palm Springs South Coast Field Office	690 W. Garnet Avenue, North Palm Springs, CA 92258.....	(760) 251-4800
San Diego County – Library Sites		
Borrego Public Library	571A Palm Canyon Drive, Borrego Springs, CA 92004.....	(760) 767-5761
Carmel Valley Branch Library	3919 Townsgate Drive, San Diego, CA 92130.....	(858)-552-1668
Julian Branch Library	1850 Highway 78, Julian, CA 92036.....	(760) 765-0370
Lakeside Public Library	9839 Vine Street, Lakeside, CA 92040.....	(619) 443-1811
Poway Branch Library	13137 Poway Road, Poway, CA 92064.....	(858) 513-2900
Ramona Public Library	1406 Montecito Road, Ramona, CA 92065.....	(760) 738-2434
Rancho Peñasquitos Library	13330 Salmon River Road, San Diego, CA 92129.....	(858) 538-8159
San Diego City Central Library	820 E Street, San Diego 92101.....	(858) 484-4440
Scripps Miramar Ranch Library	10301 Scripps Lake Drive, San Diego, CA 92131.....	(858) 538-8158
San Diego County – Bureau of Land Management Offices		
North Palm Springs Field Office	690 W Garnet Avenue, North Palm Springs CA 92258.....	(760) 251-4849
Southern California – California Public Utilities Commission Offices		
Los Angeles Office	320 W. 4th Street, Ste 500, Los Angeles CA 90013.....	(213) 576-7000
San Diego Office	1350 Front Street, Rm. 4006, San Diego CA 92101.....	(619) 525-4217

Attachment 1. Summary of Potential Impacts: Sunrise Powerlink Project ³

Environmental Issue Area	Potential Issues or Impacts
Aesthetics / Visual	<p>Visual contrast, industrial character, view blockage, and skylining⁴ resulting from the placement of the structures in all project segments:</p> <ul style="list-style-type: none"> • New 500 kV transmission line through BLM land outside of designated utility corridor • New 500 kV transmission line through Anza-Borrego Desert State Park • New 500 kV and 230 kV transmission lines through inland and coastal San Diego County
Agricultural Resources	<ul style="list-style-type: none"> • Imperial Valley Link crosses Prime Farmland, Farmland of Statewide Importance, and Williamson Act Non-Prime Farmland
Air Quality	<ul style="list-style-type: none"> • Impacts during construction would occur when heavy equipment, support vehicles, and other internal combustion engines creates fugitive dust and/or generates exhaust containing: carbon monoxide (CO), reactive organic compounds (ROC), nitrogen oxide (NOx), sulfur oxides (SOx), and particulate matter (PM10). • Impacts would result from fugitive dust generated from ground clearing, grading, vehicle traffic on the access roads, and vehicle traffic at the construction sites. • Potential ongoing impacts from emissions and fugitive dust produced during operation and maintenance of proposed transmission line. • Potential air quality impacts from power plants providing imported power. • Potential impacts resulting from violation of the Federal Air Quality Conformity Rule in nonattainment areas for one or more air pollutants. • Potential temporary and long-term impacts from toxic air contaminants including diesel particulate matter that have localized effects.
Biological Resources	<ul style="list-style-type: none"> • Construction activities and project facilities would result in temporary and permanent loss of native wildlife and habitat. • Loss of habitat for sensitive species designated by State and federal resource agencies. • Construction and operation of the proposed project could disturb wildlife and cause changes in wildlife behavior. • Construction activities may conflict with local policies or ordinances protecting biological resources.
Cultural & Paleontological Resources	<ul style="list-style-type: none"> • Construction of new towers and access roads could damage or destroy historic and archaeological sites or traditional cultural properties. • Temporary use of staging areas and conductor pull sites could damage or destroy historic and archaeological sites or traditional cultural properties. • In the Imperial Valley Link, excavation of tower footings and grading of access spur roads on the transmission line corridor could disturb outcroppings of the following areas of high or undetermined paleontological sensitivity: Bautista Beds, Palm Springs Formation, and Imperial Formation. • In the Central Link, excavation of tower footings and grading of access spur roads on the transmission line corridor could disturb 2.4 miles of a scientifically significant paleontological area. • In the Inland Valley Link, excavation of tower footings and grading of access spur roads on the transmission line corridor could disturb outcroppings of a scientifically significant paleontological area. • In the Coastal Link, construction could damage paleontological resources of unknown significance in the Mission Valley Formation, Friars Formation, Poway Formation, and Santiago Formation.

³ A thorough and detailed analysis of impacts will be completed for the EIR/EIS. This overview is presented to assist the public and agencies in presenting scoping comments.

⁴ Skylining is the aspect of viewing transmission towers, which are highly visible when located on ridge lines.

Attachment 1. Summary of Potential Impacts: Sunrise Powerlink Project ³

Geology and Soils	<ul style="list-style-type: none"> • Highly corrosive soils could damage uncoated steel in all Links of the Proposed Project. • Soil erosion on low fill slopes and steeply graded areas could result in sedimentation of water bodies. • Soil volume changes resulting from change in moisture content in the Inland Valley and Coastal Links could damage proposed facilities. • Seismic activity in the San Jacinto, Elsinore, Coronado Bank, Superstition Hills, Rose Canyon, and Earthquake Valley Faults, which are known to be active, could damage project facilities. The towers along the alignment in this area would be subject to severe seismic shaking within the lifetime of the Proposed Project. • Ground surface rupture could occur where the proposed transmission line would cross active fault lines. • Landslides, mudslides, or other related ground failures from seismic activity, could occur and damage facilities, particularly where the proposed transmission line would cross active fault lines.
Hazards and Hazardous Materials	<ul style="list-style-type: none"> • Wildfires could be caused by the transmission lines or could damage Proposed Project facilities. • Temporary relocation of residents along parts of the project might be required where helicopter construction is required (FAA safety regulations of helicopter flight paths). • Improper storage or handling of hazardous materials and/or hazardous wastes during project construction, operations, or maintenance could present hazards to construction workers or the public. • Leaking or spilling of petroleum or hydraulic fluids from construction equipment or other vehicles during project construction, operation, or maintenance could contaminate soils, surface waters, or groundwater. • The inadvertent uncovering of hazardous materials during excavation activities could cause toxic releases to the environment.
Hydrology and Water Quality	<ul style="list-style-type: none"> • Increased surface water runoff, erosion, siltation, and sedimentation could diminish water quality • Water quality of streams or washes could be diminished from violation of water quality standards or waste discharge requirements. • Tsunami or seiche at crossings of creeks associated with Lake Henshaw could damage project facilities. • Mudflows in the Poway and Miramar Reservoir watersheds along portions of the Coastal Link could damage project facilities.
Land Use	<ul style="list-style-type: none"> • Possible conflicts with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. • Construction would temporarily disturb the land uses it traverses or adjacent land uses. • Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.
Noise	<ul style="list-style-type: none"> • During construction, noise generated by construction equipment could create nuisance to nearby residents, park users, or other sensitive receptors. Volume range could be 80 to 100 dBA at a range of 50 feet from the active construction site. • Corona noise generated during the operation of the proposed transmission line would increase ambient noise levels surrounding the corridor. • Construction or corona noise in residential areas along the proposed transmission corridor could violate local noise ordinances (for volume and hours of operation).
Socioeconomics	<ul style="list-style-type: none"> • Employment of construction personnel could be beneficial to regional economy. • Remote areas of Imperial and San Diego Counties could lose access to temporary housing due to the possible influx of construction labor, if housing is required during construction of the proposed transmission line. • Additional property-taxes could be provided to local jurisdictions. • Potential for project impacts to disproportionately affect low-income or minority populations (environmental justice).
Public Services and Utilities	<ul style="list-style-type: none"> • Construction activities could cause increased usage of public resources, services, and utilities. • Construction activities could result in increased generation of waste and disposal needs.

Attachment 1. Summary of Potential Impacts: Sunrise Powerlink Project ³

Recreational Resources	<ul style="list-style-type: none">• Construction or operation could cause conflicts with established or pending resource management or conservation plans.• Recreational land users would be disturbed by construction and operation where the proposed transmission line would cross or be near Anza-Borrego Desert State Park, Off-Highway Vehicle (OHV) designated areas, open spaces and parks, the Trans-County Trail, the Pacific Crest Trail, and the San Dieguito River Park Trail.• Road closures and increased traffic during construction activities may impede access to recreational areas.
Transportation and Traffic	<ul style="list-style-type: none">• Construction could result in a temporary disruption of traffic flow, disruption of transit services, or disruption of rail services:
Other Issues	<ul style="list-style-type: none">• Cumulative impacts could occur (considering other projects that are proposed or under construction in the project area)• Growth-inducing effects could occur

Source: SDG&E SRPL PEA (August 4, 2006) and EIR/EIS Team.

Attachment 2

Environmental Checklist

Following are the questions included in the California Environmental Quality Act's (CEQA) Appendix G, Environmental Checklist Form. These are issues that may be evaluated in an Environmental Impact Report, if they are determined to be relevant to the project. This list is provided only to provide the reader with a general idea of the types of impacts that will be considered in the EIR/EIS.

I. AESTHETICS. Would the project:

- Have a substantial adverse effect on a scenic vista?
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- Substantially degrade the existing visual character or quality of the site and its surroundings?
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Involve other changes in the existing environmental which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- Conflict with or obstruct implementation of the applicable air quality plan?
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- Expose sensitive receptors to substantial pollutant concentrations?
- Create objectionable odors affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES. Would the project:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

V. CULTURAL RESOURCES. Would the project:

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- Directly or indirectly destroy a unique paleontological resource or site unique geologic feature?
- Disturb any human remains, including those interred outside of formal cemeteries?

VI. GEOLOGY AND SOILS. Would the project:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to the California Division of Mines and Geology Spec. Pub. 42)
 - Strong seismic groundshaking?
 - Seismic-related ground failure, including liquefaction?
 - Landslides?
- Result in substantial soil erosion or the loss of topsoil?
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school?

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

VIII. HYDROLOGY AND WATER QUALITY. Would the project:

- Violate any water quality standards or waste discharge requirements?
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- Create or contribute runoff water which would exceed the capacity of existing or planned storm-water drainage systems or provide substantial additional sources of polluted runoff?
- Otherwise substantially degrade water quality?
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- Inundation by seiche, tsunami, or mudflow?

IX. LAND USE AND PLANNING. Would the project:

- Physically divide an established community?
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- Conflict with any applicable habitat conservation plan or natural community conservation plan?

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

X. NOISE. Would the project result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

XI. POPULATION AND HOUSING. Would the project:

- Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)?
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

XII. PUBLIC SERVICES AND UTILITIES.

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - Fire protection?
 - Police Protection?
 - Schools?
 - Parks?
 - Other public facilities?
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

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- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- Comply with federal, state, and local statutes and regulations related to solid waste?

XIII. RECREATION. Would the project:

- Increase the use of existing neighborhood, and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

XIV. TRANSPORTATION/TRAFFIC. Would the project:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?
- Result in inadequate emergency access?
- Result in inadequate parking capacity?
- Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

GENERAL ISSUES:

- Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
- Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?