

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



July 6, 2007

Mr. Kevin O'Beirne
San Diego Gas & Electric Company
8830 Century Park Court – CP32D
San Diego, CA. 92123

**Re: Data Request #16 for the SDG&E Sunrise Powerlink Transmission Project,
Application No. 06-08-010**

Dear Mr. O'Beirne:

The California Public Utilities Commission's (CPUC) Energy Division has reviewed the documents and materials that SDG&E has provided including the Proponent's Environmental Assessment (dated August 4, 2006), the Application Supplement Materials (dated September 1, 2006), and SDG&E's Responses to Data Requests No. 1 through 14 (response to DR 15 was due on July 5 but has not yet been received). During the analysis of the aforementioned materials and in our preparation of EIR/EIS sections, we have identified additional items that require information from SDG&E. Additional data requests may be necessary to address alternatives and other CEQA/NEPA topics. This letter constitutes Data Request No. 16.

We would appreciate your prompt response to this request. The timing of SDG&E's response to this request will have a direct effect on the EIR/EIS schedule. We request that the response to these requests be provided to us as follows:

- ALT-86, Changes to Modified Route D Alternative – July 13, 2007
- ALT-87, Changes to BCD Alternative – July 18, 2007
- ALT-88, Changes to Interstate 8 Alternative – July 18, 2007

Please submit one set of responses to me and one to Susan Lee at Aspen in San Francisco, in both hard copy and electronic format. Any questions on this data request should be directed to me at (415) 703-2068.

Sincerely,

Billie C. Blanchard, AICP, PURA V
Project Manager for Sunrise Powerlink Project
Energy Division, CEQA Unit

cc: Sean Gallagher, CPUC Energy Division Director
Ken Lewis, CPUC Program Manager
Steve Weissman, ALJ
Traci Bone, Advisor to Commissioner Grueneich
Nicholas Sher/Jason Reiger, CPUC Legal Division
Lynda Kastoll, BLM
Susan Lee, Aspen Environmental Group

Sunrise Powerlink Transmission Line Project

Data Request No. 16

Alternatives

ALT-86 Based on SDG&E's June 14, 2007 comment letter and other comments on the Modified Route D Alternative, the alternative route has been revised in several locations. Please provide preliminary engineering for the revised alternative route.

Changes have been made in the locations listed below and a GIS shapefile for the entire route has been provided to Arcadis. These changes would avoid the U.S. Border Patrol facility at La Posta and the wetlands area just west of the Border Patrol facility. Please note that specific input is requested on certain changes described below.

a. Campo Route Option: In order to minimize visual impacts and land use impacts of the alternative in the vicinity of Crestwood Drive, and to avoid the new subdivision being developed east of Miller Valley, one alternative option would begin by diverging from the Interstate 8 Alternative east of the Golden Acorn Casino at MP I8-45.5. This route would be located on Campo tribal land for the first 3.6 miles, then would be primarily on BLM land for 4.5 miles.

b. La Posta Road Option: A second option for avoiding the Miller Valley residential area and the Border Patrol facility would diverge from the Interstate 8 Alternative at MP I8-48.7. This route would primarily follow BLM land (4.5 miles), trending southwest, and would re-join the original alternative route just northeast of the Cameron Substation.

c. Cameron Substation Modification: SDG&E pointed out that the 69 kV line passes adjacent to homes and buildings between MP MD-11 and MD-13 and stated that the route would require structure takes.

i. We suggest a modification of the route in this area so the 500 and 69 kV lines would pass just north of the substation, rather than to the south (where residences are located). In order to stay within a narrower ROW, SDG&E should consider installing the 69 kV line as an underbuild on the new 500 kV towers, allowing the 69 kV line to enter the substation from the north. Please comment on any engineering concerns regarding this configuration.

ii. Please identify any specific additional residences or structures that would be taken by the alternative as now proposed and suggest modifications to the route that would avoid them.

d. Chicken Ranch: Please comment on the following two options for the route across the southern edge of this property, and compare them.

i. SDG&E's comment letter suggested relocating the 500 kV centerline to the north to facilitate wire stringing and minimize grading required on the steep slope to the south. Please consider collocating the 500 and 69 kV line in the corridor where the 69 kV line is currently located (with the 69 kV as an underbuild). Would this location, which is at a lower elevation, ease the concern about wire stringing?

ii. Due to concerns about land use conflicts with the Chicken Ranch, another option is to move the 500 kV line slightly to the south to BLM land. This route is further up the slope so would also have the wire stringing challenges (for construction impacts) defined by SDG&E, but would minimize direct effects on the private land.

e. Back Country Land Trust (MD-22 to MD-23). Avoidance of this parcel would require a reroute to the north, into very rugged land with few roads. We suggest that two options be considered:

i. The effects on the Back Country parcels and the Barrett Lake Road crossing could be minimized by collocating the 69 kV and 500 kV lines on a single set of towers starting at approximately MP 22.6 and ending at MP 23.5. Please comment on this option and provide preliminary engineering.

ii. Alternatively, please consider having the 500 kV line cross to the north of the 69 kV line in order to locate that route on BLM land on parcels 6020900200 and 60209800300. The 500 kV line could stay on the north/east side of the 69 kV line until they cross again north of the second crossing of Lyons Valley Road.

f. Residences North of Barrett Substation (MD-26): The route in this area has been modified to move the 500 kV line east on to National Forest land.

g. Modified Route D Substation location: The substation has been relocated about 2000 feet to the west, at the landowner's request and to reduce habitat impacts.

ALT-87 **BCD Alternative.** The southernmost 4 miles of this alternative have been slightly modified in response to landowner concerns.

ALT-88 **Interstate 8 Alternative.** Jonathan Woldemariam recently provided information to Susan Lee of Aspen about an underground crossing of the Interstate 8 Freeway at the west end of Alpine Boulevard. Please consider a similar underground crossing at the east end of Alpine Boulevard and provide preliminary engineering for this option.