

Decision No. 45387**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 SOUTHERN CALIFORNIA EDISON COMPANY
 for a certificate that present and
 future public convenience and neces-
 sity require or will require the
 construction and operation by Applicant
 of a new steam electric generating
 station, to be located in San Bernardino
 County, California, and of certain
 auxiliaries, transmission lines and
 appurtenant facilities connecting it
 with the Company's system.

Application No. 32063

O P I N I O N

Southern California Edison Company by the above-entitled application filed January 24, 1951 requests a certificate that present and future public convenience and necessity require or will require the building and operation of a new steam-electric generating station with auxiliaries, transmission lines, and appurtenant facilities, and the acquisition of all necessary or convenient lands, rights of way, easements, permits, and other rights required for such purpose. The proposed plant would be located on a tract of land which applicant has acquired in the vicinity of Etiwanda, California. Applicant plans an initial installation of two turbo generators, each with an effective operating capacity of approximately 125,000 kw. The site will provide space for future installation of two additional turbines and boilers. Both oil and gas would be used for fuel. Energy generated at the plant would be transmitted over two 220 kv lines, one extending to Highgrove substation and the other to Barre and Lighthipe substations.

According to the application the addition of the proposed generating station to applicant's production facilities is or will be required by the public convenience and necessity because of the

actual and anticipated load growth in applicant's territory. Exhibit B attached to the application shows the Southern California Edison Company's net peak load for 1950 as approximately 1,390,000 kw. Applicant estimates a growth at the rate of about 100,000 kw per year during 1951 and 1952, resulting in a net peak of nearly 1,600,000 kw by December 1952. At the present time it lists its effective operating capacity under optimum conditions as 1,761,420 kw, of which 767,500 kw is in fuel-electric generating plants. The remaining 993,920 kw of hydroelectric capacity will be increased during 1951 by 84,000 kw upon completion of the Big Creek No. 4 development, and will be decreased by about 60,000 kw on May 31, 1951 through allocation of Unit N-7 at Hoover Dam to other agencies. After adjustment for changes in the hydro capacity during 1951, applicant's fuel-electric generating capacity will be about 43% of its total. The proposed addition of 250,000 kw of steam-electric generating capacity will raise the percentage of fuel-electric generating capacity to approximately 50%.

Applicant states that present estimates, based on present-day prices for labor and materials, indicate a cost of \$35,300,000 for the initial installation, exclusive of the electric lines, but including fuel supply lines and the waste-water disposal line. Its financial statement as of November 30, 1950, attached as Exhibit A to the application, shows total assets and other debits of \$641,289,604.88, of which tangible electric plant in service amounts to \$538,312,109.21. Applicant proposes to finance the construction of the initial development from its available funds and from funds to be obtained through the issue of bonds and stock. It appears that Southern California Edison Company has or can provide the financial means for construction, operation, and maintenance of the proposed plant. The growth of load in its service area, together with the withdrawal of capacity and energy at Hoover Dam from its service for

the use of other states and agencies, make necessary an increase in applicant's generating facilities. The provision for such an increase by construction of a steam-electric generating station in the easterly portion of its service area and adjacent to lines of its major transmission system is highly desirable from the standpoint of reliability of service to applicant's customers. It appears that the proposed construction will not compete with other public utilities. A certificate of public convenience and necessity will be granted.

The certificate of public convenience and necessity hereinafter granted is subject to the following provisions of law:

That the Commission shall have no power to authorize the capitalization of this certificate of public convenience and necessity or the right to own, operate, or enjoy such certificate of public convenience and necessity in excess of the amount (exclusive of any tax or annual charge) actually paid to the State as the consideration for the issuance of such certificate of public convenience and necessity or right.

O R D E R

The Commission having considered the above-entitled application and being of the opinion that a public hearing thereon is not necessary,

IT IS HEREBY FOUND AS A FACT that the present or future public convenience and necessity require or will require the construction, operation, and maintenance by Southern California Edison Company of a steam-electric generating station as described above with an initial installation of two generating units and with auxiliaries, transmission lines, and appurtenant facilities and the acquisition by Southern California Edison Company of all necessary or convenient lands, rights of way, easements, and permits and other rights required for said purpose; therefore,

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and it is granted Southern California Edison Company to construct, operate, and maintain said steam-electric generating station, transmission lines, and appurtenant facilities, and to acquire such lands, permits and rights as are necessary or convenient for said purpose.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at Los Angeles, California, this 27th day of February, 1951.

Justin J. Coe
Harold P. Kula
Peter E. Mitchell
Commissioners.