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Decision No. 80158

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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 the present and future public convenience and necessity require or will require construction and operation by applicant of Nos. 1 and 2 220-kv transmission lines from Ellis Substation to Santiago Substation.	Application No. 52923 (Filed October 12, 1971)

OPINION AND ORDER

Southern California Edison Company (Edison) seeks an order of the Commission granting to it a certificate pursuant to General Order No. 131 that present and future public convenience and necessity require or will require the construction and operation of two 220-kv transmission lines from Santiago Substation to Ellis Substation.

Pursuant to Section 6, General Order No. 131, Edison gave proper notice of filing this application to county and municipal planning commissions and county and municipal legislative bodies in which the proposed facility will be located and to State Highway Engineer, Director of Public Works and Director, Department of Aeronautics, by mailing copies of application to all concerned. In addition notice was given to general public by advertisement for two successive weeks in the local newspaper.

No request for a public hearing has been received by the Commission.

Pursuant to Section 5 of General Order No. 131 Edison submitted the following data:

Necessity for Proposed Transmission Facility

The proposed transmission facility will be required to provide added transmission capability and reliability to Edison's

existing Santiago Substation. The Santiago Substation is presently served via two 220-kv lines with a portion constructed on the same double-circuit towers in an area subject to brush fire, flooding and military aircraft hazards. In the event that this 220-kv transmission facility to Santiago Substation were interrupted for a sustained period of time due to these and other hazards, it would be possible to serve only a portion of the electrical load normally carried by the Santiago Substation during such emergency via the existing 66-kv back-up facilities.

As the projected additional loads develop in the area, the Ellis and Santiago Substations will reach their design capacity. To relieve this situation Edison plans to construct about 1979 a new substation to be designated as the Johanna Substation. This new substation will also be served by the proposed transmission facility. Additionally, the proposed transmission lines will be needed as a portion of the transmission facilities required to transmit Edison's share of the future output of the proposed San Onofre Generating Units 2 and 3.

Location of the Proposed Transmission Facility

Exhibits A and B attached to the application show the proposed routing details of the right-of-way in the vicinity of settled areas, parks, recreational areas, scenic areas and existing electrical transmission lines within one mile of the proposed route.

The easterly portion of the transmission facility will be located in agricultural lands that are now being subdivided into residential, industrial and commercial properties.

The first two miles of the proposed transmission facility out of Santiago will parallel an existing transmission line until it reaches AT & SF Railroad. Upon reaching the railroad, the route will parallel the railroad right-of-way until it nears the Marine Corps Air Facility. The route will then follow the boundary of the Marine Air Corps Facility to Barranca Road. Upon reaching Barranca Road the route will proceed to the vicinity of the future Johanna Substation.

Nearing the site of the Johanna Substation the route will cross the Newport Freeway. This portion of the route deviates from what might be considered a straight-line approach to the Johanna Substation in order to minimize the environmental impact of the immediate areas. It was selected after extensive consultations with present land owners, the U.S. Marine Corps and the Federal Aviation Agency giving consideration to the long-range development plans of the land owners while retaining consistency with the Federal Aviation Agency to provide for the safe and efficient use of navigable air space in the vicinity of the proposed transmission facility.

The westerly portion of this transmission facility will traverse the City of Santa Ana until it reaches the Santa Ana River channel. From here it will proceed in a southwesterly direction following the Santa Ana River channel the City of Costa Mesa, en route to the Ellis Substation. Upon approaching the Ellis Substation the line will cross the channel entering the City of Huntington Beach.

This portion of the transmission facility will be located in a predominantly developed residential and industrial areas. Several wood pole 66-kv transmission lines are located in this area. These wood pole structures will be replaced utilizing aesthetically designed 66-kv steel poles to match the new 220-kv construction. Mounting the 66-kv circuits on new steel poles will permit the use of longer spans thereby reducing the number of structures along the right-of-way. In addition the 12-kv distribution circuits mounted on the same wood pole structures carrying the 66-kv circuits will be undergrounded. The combination of reducing the number of 66-kv structures and undergrounding the 12-kv circuits will relieve much of the clutter now existing along this portion of the route.

The route will pass in the vicinity of several small parks, recreational areas, a memorial park and cemetery, and the Mesa Verde County Club and Golf Course. The proposed transmission facility will not pass in the vicinity of any historical sites or buildings, or archeological sites, and will not produce an unreasonable burden on natural resources or aesthetics of the area.

Description and Cost of Proposed Line

A description of the proposed transmission lines and the estimated cost are as follows:

1.	Line Length	15 miles (approximately)
2.	Type of Conductor	Aluminum Conductor Steel Reinforced (ACSR)
3.	Size of Conductor	1590 MCM ACSR 45/7
4.	Conductor Configuration	Two-conductor bundle per phase
5.	Capacity (thermal)	3,070 amps
6.	Voltage	220 kv
7.	Structures	Two-legged, self-supporting, double-circuit, steel structures. Single pole, self-supporting, double circuit, steel structures.
8.	Height of Structure	Maximum 75 feet to 95 feet at the Marine Corps Air Facility and from 110 feet to approximately 160 feet on the remainder of the transmission line.
9.	Estimated Cost	$8,200,000.

Construction Schedule

The estimated schedule for construction of the lines is as follows:

Start of Foundations	October 1, 1972
Start of Tower Erection	December 1, 1972
Start of Conductor Stringing	April 1, 1973
Operating Date	December 1, 1974

In order to meet this schedule, Edison requests that the Public Utilities Commission of the State of California grant its certificate not later than 12 months from the date of filing of this application.

Governmental Agency Review

The proposed transmission facility has been reviewed with the Cities of Santa Ana, Costa Mesa, Huntington Beach and County of Orange and a notice of this filing was given to each of these governmental agencies pursuant to Section 6 of General Order No. 131.

Each governmental agency provided a statement of its position attached to the application marked Exhibit C.

By letter dated May 3, 1972, the City of Santa Ana advised the Commission that the City Council deliberated the matter of the proposed transmission line at its regular meeting on May 1, 1972. The Council heard a presentation by a representative of the Edison Company and took action to receive and file all pertinent information. The City requested in its letter that the Public Utilities Commission look favorably upon Edison's application.

Findings

The Commission finds that:

1. The construction, operation and maintenance of the 220-kv transmission facility referred to as the Nos. 1 and 2 Ellis-Santiago 220-kv lines, and as described in this application, are reasonably required to meet area demands for present and future reliable and economic electric service.

2. The construction and operation of the Nos. 1 and 2 Ellis-Santiago 220-kv transmission lines will not produce an unreasonable burden on natural resources, aesthetics of the area in which the proposed facilities are to be located, public health and safety, air and water quality in the vicinity, or parks, recreational and scenic areas, or historic sites and buildings or archeological sites.

3. Applicant's proposal is in the public interest, that public convenience and necessity now require and will require the construction of 220-kv transmission facility described in this application, that a public hearing is not necessary, and that a certificate should be issued.

The certificate granted herein shall be subject to the following provision of law:

> 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.

The action taken herein is for the issuance of a certificate of public convenience and necessity only and is not to be considered as indicative of amounts to be included in a future rate proceeding for the purpose of determining just and reasonable rates.

IT IS ORDERED that a certificate of public convenience and necessity be granted to Southern California Edison Company to construct, operate, maintain and use a 220-kv transmission facility as described in the application.

The authorization herein granted shall expire if not exercised within three years from the date hereof.

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

Dated at San Francisco, California, this 13th day of JUNE, 1972.

Chairman

Commissioners

Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.