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Decision No. 81020

**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 the present )  
and future public convenience and )  
necessity require or will require )  
construction and operation by )  
applicant of the 220-kv transmis- )  
sion line from Inyokern Substation )  
to Kramer Substation. )

Application No. 53555  
(Filed August 30, 1972)

OPINION AND ORDER

By this application Southern California Edison Company (Edison) seeks an order of the Commission granting it a certificate pursuant to General Order No. 131 that the present and future public convenience and necessity will require the construction and operation of a 220-kv transmission line from Inyokern Substation, in Kern County, to Kramer Substation, in San Bernardino County.

As required by Section 6 of General Order No. 131, Edison gave proper notice of filing this application to the legislative bodies and planning commission or department of the counties in which the proposed facility will be located and to the State Highway Engineer. In addition, notice was given to the general public by advertisement, not less than once a week, for two successive weeks in the local newspapers.

As required by Section 5 of General Order No. 131 Edison submitted the following data:

The Proposal

Edison proposes to construct and operate a 220-kv transmission line from its Inyokern Substation to its Kramer Substation, an approximate distance of 49 miles. The new

transmission line, designated the Inyokern-Kramer 220-kv line, is to be constructed using double-circuit towers with one circuit installed. Its completion and operation is required by June 1, 1974. Initially, this line will be energized and operated at 115-kv and designated the No. 3 Inyokern-Kramer 115-kv line. Eventually, it will be operated at its 220-kv capacity when the expected load growth in the area requires 220-kv service. 220-kv construction has been selected for the new line because this is more efficient and economical than the alternative of constructing at 115-kv in 1974 and then rebuilding for 220-kv operation at a later date, possibly as early as 1985.

#### Necessity for Proposed Transmission Facility

The proposed transmission facility is required for operation at 115-kv by June 1, 1974 to maintain service to the 115-kv transmission system north of Kramer Substation (Inyokern-Searles-Bishop-Mammoth, etc.) under a one-line-out contingency during peak load conditions. This line will supplement the two existing Inyokern-Kramer 115-kv lines. The estimated load growth of this area will result in 1974 peak loads which exceed the capability of either of the existing circuits when the other is out of service for any reason.

The Inyokern-Kramer 220-kv line will provide an economic, efficient, and reliable means of reinforcing the Edison transmission system to provide electric service in accordance with its standards of reliability and to meet increasing demands for electric service.

#### Location and Description of the Proposed Line

A map of the proposed route, Exhibit B attached to the application, shows 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.

Except for the first five-mile section out of Kramer Substation, this transmission line will be constructed on a new right-of-way adjacent and parallel to an existing right-of-way. All of the required new right-of-way has been acquired. There is a 115-kv transmission line constructed within the existing right-of-way. The existing and proposed rights-of-way parallel U. S. Highway 395 for approximately 14 miles.

Except in the immediate area of Randsburg, the route crosses unimproved desert and mountainous land for the entire distance. Wherever possible the access roads which were built for use in constructing the existing transmission facilities will be used for the construction of the proposed new line. It will also be necessary to construct some new access roads to the new tower locations.

The route will pass more than a mile from the Kern County Park in Inyokern. This park is approximately 200 feet square, surrounded by a chain link fence eight to ten feet high with shrubs varying from six to 12 feet high planted along the fence. The view of the proposed transmission line is restricted by the shrubs and park office building, except where it will be partially visible through a 16-foot maintenance gate.

The route will also pass within 1,000 yards of Kern County Regional Park in Randsburg. This park consists of three picnic tables with overhead cover, located in a large dirt parking lot next to Randsburg, Kern County Museum.

The spacing of structures in these areas was carefully considered and locations have been selected with care. Non-uniform structure heights and span lengths will be avoided where practicable. The proposed transmission line will not pass in the vicinity of any known historic sites or buildings, or archeological sites, and will not produce an unreasonable burden on natural resources or aesthetics of the area.

A description of the proposed transmission line and the estimated cost are:

a. Line Length	49 miles
b. Type of Conductor	Aluminum conductor steel reinforced (ACSR)
c. Size of Conductor	1033.5 MCM ACSR 54/7
d. Conductor Configuration	One conductor per phase
e. Capacity at 220-kv (thermal)	1,160 Amps
f. Voltage (ultimate)	220-kv (initial operation at 115-kv)
g. Structures	Double-circuit, self-supporting lattice steel, square based towers (one circuit installed)
h. Height of Structure	140 feet average
i. Average Span	1,100 feet
j. Estimated Construction Cost	\$4,858,000

Route Selection

The route for the proposed transmission line was selected because for most of its distance (all but five miles) it parallels an existing right-of-way between Inyokern and Kramer. Any alternate route would have created a new utility corridor and required a new road system for construction and maintenance of the transmission line. The first five mile section of this line out of Kramer Substation is not adjacent to the existing transmission facilities, but is located some distance east. This was done in order to avoid any interference with the airport facility at Kramer, in that the new structures will be taller than the existing facilities. Structures on this route will be specifically located and designed

to be compatible with the environment. A sketch of a typical tower is shown in Exhibit C to the application. Accordingly, the location of this line as proposed provides the most acceptable route from the standpoint of existing and planned development in the area and will produce less of an impact on the aesthetics of the area than any other practicable alternative.

Construction Schedule

The estimated schedule for construction of the line is:

	<u>Start</u>	<u>Complete</u>
Foundations	May 1, 1973	Sept. 1, 1973
Tower Erection	July 1, 1973	Dec. 1, 1974
Conductor Stringing	Nov. 1, 1973	June 1, 1974
Operating Date	June 1, 1974	

Necessary Right-of-Way 100 percent acquired as of August 1, 1972.

Governmental Agency Review

The effect of the proposed route and line on community values and the environment was reviewed with the counties of Kern and San Bernardino. As shown in Exhibit D to the application, neither county offers objection to the placement of the line.

Notice of the proposed construction of this line will be filed with the Federal Aviation Administration by Edison. Based on the applicable criteria of Part 77, Federal Aviation Regulations, Edison is informed that the proposed structures will not have a substantial adverse effect upon the safe and efficient use of navigable airspace and will not be a hazard to air navigation.

Staff Review

The Commission's staff has reviewed this application and recommends that the certificate sought be granted. Its

file memorandum dated December 7, 1972, to that effect is made a part of this record, as Exhibit 1. No request for public hearing has been received by the Commission.

Findings

1. The construction, operation and maintenance of the 220-kv transmission facility, designated initially as the No. 3 Inyokern-Kramer 115-kv line, as described in the application is reasonably required to meet area demands for present and future reliable and economic electric service.

2. The construction and operation of the line described in this application will not produce an unreasonable burden on natural resources, aesthetics of the area in which 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, or community values, nor will it otherwise have any undue influence on the environment.

3. Applicant's proposal is in the public interest; public convenience and necessity now require and will require the construction of the 220-kv transmission line described in this application; a public hearing is not necessary.

The Commission concludes that a certificate should be issued.

The certificate herein granted 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 proceeding for the purpose of determining just and reasonable rates.

IT IS ORDERED that a certificate of public convenience and necessity is granted to Southern California Edison Company to construct, operate, maintain, and use the proposed 220-kv transmission line, together with related appurtenances, 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 Diego, California,  
this 16<sup>th</sup> day of FEBRUARY, 1973.

Vernon L. Sturgeon  
President  
David L. Sturgeon  
William L. Sturgeon  
James L. Sturgeon  
John L. Sturgeon  
Commissioners