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**BEFORE THE ARIZONA POWER PLANT
AND TRANSMISSION LINE SITING COMMITTEE**

IN THE MATTER OF THE APPLICATION OF SALT RIVER PROJECT AGRICULTURAL IMPROVEMENT AND POWER DISTRICT, IN CONFORMANCE WITH THE REQUIREMENTS OF ARIZONA REVISED STATUTES, SECTIONS 40-360, et seq., FOR A CERTIFICATE OF ENVIRONMENTAL COMPATIBILITY AUTHORIZING CONSTRUCTION OF A 230 kV DOUBLE-CIRCUIT TRANSMISSION LINE ORIGINATING AT THE PLANNED AND PERMITTED ABEL SUBSTATION, NEAR JUDD AND ATTAWAY ROADS IN PINAL COUNTY, TO THE PLANNED AND PERMITTED RS-17 SUBSTATION, ADJACENT TO THE EXISTING MOODY SUBSTATION, LOCATED NEAR PECOS AND RECKER ROADS, IN THE TOWN OF GILBERT, MARICOPA COUNTY, ARIZONA, AND INCLUDING A NEW 230/69 kV SUBSTATION NEAR THE INTERSECTION OF COMBS AND MERIDIAN ROADS, IN OR ADJACENT TO THE TOWN OF QUEEN CREEK, ARIZONA.

Docket No. L-00000B-09-0311-00148

Case No. 148

APPLICANT'S NOTIFICATION OF RESULTS OF THE MEET AND CONFER MEETINGS

Arizona Corporation Commission

DOCKETED

JUL 24 2009

DOCKETED BY

ARIZONA CORPORATION COMMISSION
DOCKET CONTROL

2009 JUL 24 P 2:56

RECEIVED

Pursuant to the terms of ¶ of the Procedural Order dated June 17, 2009, Salt River Project Agricultural Improvement and Power District ("SRP") has met with each intervenor, potential intervenor and interested governmental agency.

Specifically, SRP met, either in person or by telephone with these persons/entities:

- Christopher A. Schmaltz (Phoenix Mesa-Gateway Airport) (June 16, 2009)
- Craig A. Marks (City of Mesa) (July 8, 2009)
- Gary L. Birnbaum (Town of Queen Creek) (June 30, 2009)
- Lawrence V. Robertson, Jr. (Pinal County) (July 20, 2009)
- Shawn Nelson (Vlachos Enterprises, LLC) (July 17, 2009)
- William Udall (Town of Gilbert) (July 23, 2009)
- Arizona Corporation Commission Staff

1 State Historic Preservation Office
2 State Land Department (July 23, 2009)
3 Arizona Game and Fish Department (July 22, 2009)

4 As a result of the meet and confer meetings, SRP has drawn these
5 conclusions, which of course can be clarified by each party:

6 1. The Arizona Corporation Commission Utility Division Staff does not
7 intend to participate in this proceeding;

8 2. The Arizona Game and Fish Department does not intend to participate in
9 this proceeding;

10 3. The Arizona State Historic Preservation Office accepts that SRP will do a
11 Class 2 survey following the selection of the alignment;

12 4. The Arizona State Land Department does not intend to participate in
13 this proceeding, and has indicated that it has no objection to the preferred
14 alignment;

15 5. The Town of Queen Creek will oppose the Ryan Road Alignment in the
16 Northwest area, and will favor the Germann Road Alignment. The Town of Queen
17 Creek may take positions on substation screening and corridor width and location,
18 and potentially other issues;

19 6. The City of Mesa will oppose the Germann Road Alignment and support
20 the Ryan Road Alignment;

21 7. The Town of Gilbert will oppose the Ocotillo Road Alignment and prefers
22 the preferred the alignment unless it is determined to be unacceptable to the FAA;

23 8. Pinal County supports the preferred alignment; and

24 9. The Phoenix-Mesa Gateway Airport opposes any structure that will
25 interfere with airport operations

26 Additionally, on June 16, 2009, SRP mailed to each of the above-referenced
27 persons a proposed Certificate of Environmental Compatibility, and requested
comments, suggestions and additional conditions. The Town of Gilbert and Phoenix-

1 Mesa Gateway Authority provided comments. A copy of the proposed CEC that was
2 sent on June 16, 2009 is attached as Exhibit 1.

3 Additionally on June 16, 2009, SRP sent to each of the above-referenced
4 persons a questionnaire on route selection and related issues. Only three persons
5 returned the questionnaire, Town of Gilbert, Vlachos Enterprises, LLC and Phoenix-
6 Mesa Gateway Airport Authority. Copies of the three returned questionnaires are
7 attached as Exhibits 2, 3, and 4.

8 DATED this 24th day of July, 2009.

9 JENNINGS, STROUSS & SALMON, P.L.C.

10
11 By 
12 ~~for~~ Kenneth C. Sundlof, Jr.
13 The Collier Center, 11th Floor
201 East Washington Street
Phoenix, Arizona 85004-2385

14 AND

15 Robert Taylor
16 Salt River Project Agricultural
Improvement and Power District
17 Regulatory Affairs & Contracts, PAB 221
P.O. Box 52025
18 Phoenix, AZ 85072-2025

19 Attorneys for Salt River Project
20 Agricultural Improvement & Power District
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1 ORIGINAL and 25 copies filed this 24th
2 day of July, 2009, with:

3 Docket Control
4 ARIZONA CORPORATION COMMISSION
5 1200 West Washington Street
6 Phoenix, Arizona 85007

7 COPY emailed this 24th day of
8 July, 2009, to:

9 All parties of record
10

11 By: Michelle Maser
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EXHIBIT "1"

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**BEFORE THE ARIZONA POWER PLANT
AND TRANSMISSION LINE SITING COMMITTEE**

IN THE MATTER OF THE APPLICATION OF
SALT RIVER PROJECT AGRICULTURAL
IMPROVEMENT AND POWER DISTRICT,
IN CONFORMANCE WITH THE
REQUIREMENTS OF ARIZONA REVISED
STATUTES, SECTIONS 40-360, *et seq.*,
FOR A CERTIFICATE OF ENVIRONMENTAL
COMPATIBILITY AUTHORIZING
CONSTRUCTION OF A 230 kV DOUBLE-
CIRCUIT TRANSMISSION LINE
ORIGINATING AT THE PLANNED AND
PERMITTED ABEL SUBSTATION, NEAR
JUDD AND ATTAWAY ROADS IN PINAL
COUNTY, TO THE PLANNED AND
PERMITTED RS-17 SUBSTATION,
ADJACENT TO THE EXISTING MOODY
SUBSTATION, LOCATED NEAR PECOS
AND RECKER ROADS, IN THE TOWN OF
GILBERT, MARICOPA COUNTY, ARIZONA,
AND INCLUDING A NEW 230/69 kV
SUBSTATION NEAR THE INTERSECTION
OF COMBS AND MERIDIAN ROADS, IN
OR ADJACENT TO THE TOWN OF QUEEN
CREEK, ARIZONA.

Docket No. L-00000B-09-0311-00148
Case No. 148

CERTIFICATE OF ENVIRONMENTAL COMPATIBILITY

Pursuant to notice given as provided by law, the Arizona Power Plant and
Transmission Line Siting Committee (the "Committee") held public hearings on
August 5, 6, and 7, 2009 in Phoenix, Arizona, all in conformance with the
requirements of Arizona Revised Statutes ("A.R.S.") §§ 40-360, *et seq.*, for the
purpose of receiving evidence and deliberating on the Application of Salt River
Project Agricultural Improvement and Power District ("Applicant") for a Certificate of
Environmental Compatibility ("Certificate") in the above-captioned case (the

1 "Project").

2 The following members and designees of members of the Committee were
3 present at one or more of the hearings for the evidentiary presentations and/or for
4 the deliberations:

5 **[insert names of members and designees of members]**

6 The Applicant was represented by Kenneth C. Sundlof, Jr. of the law firm of
7 Jennings, Strouss & Salmon, P.L.C. and by Robert Taylor of Salt River Project
8 Agricultural Improvement and Power District. The following parties were granted
9 intervention pursuant to A.R.S. § 40-360.05:

10 **[insert names of intervenors]**

11 At the conclusion of the hearings, the Committee, having received the
12 Application, the appearances of the parties, the evidence, testimony and exhibits
13 presented at the hearings, and being advised of the legal requirements of A.R.S. §§
14 40-360 to 40-360.13, upon motion duly made and seconded, voted to grant
15 the Applicant this Certificate of Environmental Compatibility (Case No. 148) for the
16 Project as set forth in the Application.

17 The Project consists of approximately 20 miles of double-circuit 230kV
18 transmission line and a regional 230/69 kV substation (referred to as RS-24). The
19 Project Route (depicted on Exhibit A attached hereto) originates at the RS-17/Moody
20 substations and generally follows the Roosevelt Water Conservation District
21 ("RWCD") canal to the northeast for a short distance to the Union Pacific Railroad
22 ("UPRR"). The alignment then parallels the UPRR and an existing 69 kV line
23 southeast to Ryan Road. The alignment then parallels the Ryan Road alignment to
24 the east until it intersects Signal Butte Road, turns south on Signal Butte Road to the
25 UPRR and parallels the UPRR to the southeast until it reaches the Magma Railroad.
26 It then parallels the Magma Railroad northeast into the Abel Substation site. The RS-
27 24 Substation siting areas are adjacent to the intersection of the UPRR, Combs Road

1 and Meridian Road.

2 The typical transmission structure heights will be in the range of 110 to 140
3 feet but will not exceed 199 feet and will occupy a right of way ("ROW") width of 100
4 feet. The ROW may be located within a 1,000 foot corridor centered on the
5 centerline of the UPRR and Magma RR and within a 500 foot corridor centered on the
6 centerline of all other linear features that the alignment follows.

7 This approval shall not limit the ability of the Applicant to make reasonable
8 improvements, replacements, additions or modifications as needed to operate the
9 system in a safe, reliable and efficient manner.

10 This Certificate is granted upon the following conditions:

11 1. The Applicant shall obtain all approvals and permits required by the
12 United States, the State of Arizona, the Counties of Maricopa and Pinal, and any
13 other governmental entities having jurisdiction necessary to construct the Project.

14 2. The Applicant shall comply with all existing applicable statutes,
15 ordinances, master plans and regulations of the United States, the State of Arizona,
16 the ~~County~~ Counties of Maricopa and Pinal ~~County~~ and any other governmental
17 entities having jurisdiction during the construction and operation of the transmission
18 line and substation.

19 3. If any archaeological, paleontological or historical site or object that is
20 at least fifty years old is discovered on state, county or municipal land during **plan-**
21 **related activities** ~~the construction or operation of the transmission line~~, the Applicant
22 or its representative in charge shall promptly report the discovery to the Director of
23 the Arizona State Museum, and in consultation with the Director, shall immediately
24 take all reasonable steps to secure and maintain the preservation of the discovery.

25 A.R.S. § 41-844.

26 4. If human remains and/or funerary objects are encountered on private
27 land during the course of any ground-disturbing activities relating to the

1 ~~development construction of operation~~ of the transmission line and substation, the
2 Applicant shall cease work on the affected area of the Project and notify the Director
3 of the Arizona State Museum. A.R.S. § 41-865.

4 5. **To the extent applicable,** tThe Applicant shall comply with the notice
5 and salvage requirements of the Arizona Native Plant Law (A.R.S. §§ 3-901 *et seq.*)
6 and shall, to the extent feasible, minimize the destruction of native plants during the
7 construction of the transmission line and substation.

8 6. The Applicant shall not assign this Certificate or its interest in the
9 Project authorized by this Certificate without prior approval of the Commission. Any
10 assignment of this Certificate shall require the assignee to assume all responsibilities
11 of the Applicant listed in this Certificate.

12 7. This authorization to construct this Project shall expire ~~five~~ **twelve (512)**
13 years from the date the Certificate is approved by the Commission unless the
14 transmission line and substation is capable of operation. However, prior to
15 expiration, the Applicant or its assignees may request that the Commission extend
16 this time limitation.

17 8. In the event that the Project requires an extension of the term of this
18 Certificate prior to completion of construction, Applicant shall use reasonable means
19 to notify all landowners and residents within one mile of the Project corridor
20 **[location]**, all persons who made public comment at this proceeding, and all parties
21 to this proceeding of the request and the time and place of the hearing in which the
22 Commission will consider the request for extension.

23 9. The Applicant shall make every reasonable effort to identify and correct,
24 on a case-specific basis, all complaints of interference with radio or television signals
25 from operation of the transmission lines and related facilities addressed in this
26 Certificate. The Applicant shall maintain written records for a period of five years of
27 all complaints of radio or television interference attributable to operation, together

1 with the corrective action taken in response to each complaint. All complaints shall
2 be recorded to include notations on the corrective action taken. Complaints not
3 leading to a specific action or for which there was no resolution shall be noted and
4 explained.

5 10. Within 120 days of the Commission decision granting this Certificate,
6 Applicant will post signs in public rights-of-way giving notice of the Project corridor to
7 the extent authorized by law. The Applicant shall place signs in prominent locations
8 at reasonable intervals such that the public is notified along the full length of the
9 transmission line until the transmission structures are constructed. To the extent
10 practicable, within 45 days of securing easement or right-of-way for the Project, the
11 Applicant shall erect and maintain signs providing public notice that the property is
12 the site of a future transmission line. Such signage shall be no smaller than a
13 normal roadway sign. The signs shall advise:

- 14 (a) That the site has been approved for the construction of Project
15 facilities;
16 (b) The expected date of completion of the Project facilities;
17 (c) A phone number for public information regarding the Project;
18 (d) The name of the Project;
19 (e) The name of the Applicant; and
20 (f) The website of the Project.

21 11. Applicant, or its assignee(s), shall design the transmission lines to
22 incorporate reasonable measures to minimize impacts to raptors.

23 12. Applicant, or its assignee(s), shall use non-specular conductor and
24 dulled surfaces for transmission line structures.

25 13. Before construction on this Project may commence, the Applicant shall
26 file a construction mitigation and restoration plan ("Plan") with ACC Docket Control.
27 Where practicable, the Plan shall specify the Applicant's plans for construction access

1 and methods to minimize impacts to wildlife and to minimize vegetation disturbance
2 outside of the Project right-of-way particularly in drainage channels and along
3 stream banks, and shall re-vegetate, unless waived by the landowner, native areas
4 of construction disturbance to its preconstruction state outside of the power-line
5 right of way after construction has been completed. The Plan shall specify the
6 Applicant's plans for coordination with the Arizona Game and Fish Department and
7 the State Historic Preservation Office. The Applicant shall use existing roads for
8 construction and access where practicable and the Plan shall specify the manner in
9 which the Applicant makes use of existing roads.

10 14. With respect to the Project, Applicant shall participate in good faith in
11 state and regional transmission study forums to coordinate transmission expansion
12 plans related to the Project and to resolve transmission constraints in a timely
13 manner.

14 15. The Applicant shall provide copies of this Certificate to ~~{all-affected~~
15 ~~governmental entities, e.g., affected cities and counties}~~ **appropriate city and county**
16 **planning agencies, mayors and town councils, Pinal County Board of Supervisors,**
17 **Maricopa County Board of Supervisors,** the Arizona State Land Department, the
18 State Historic Preservation Office, and the Arizona Game and Fish Department.

19 16. Prior to the date construction commences on this Project, the Applicant
20 shall provide known homebuilders and developers within one mile of the center line
21 of the Certificated route and substation, **with** the identity, location, and a pictorial
22 depiction of the type of power line and substation being constructed, accompanied by
23 a written description, and encourage the developers and homebuilders to include this
24 information in the developers' and homebuilders' homeowners' disclosure
25 statements.

1 17. Before commencing construction of Project facilities located parallel to
2 and within 100 feet of any existing natural gas or hazardous liquid pipeline, the
3 Applicant shall:

4 (a) Perform the appropriate grounding and cathodic protection studies
5 to show that the Project's location parallel to and within 100 feet of such pipeline
6 results in no material adverse impacts to the pipeline or to public safety when both
7 the pipeline and the Project are in operation. *If material adverse impacts are noted*
8 *in the studies, Applicant shall take appropriate steps to ensure that such material*
9 *adverse impacts are mitigated. Applicant shall provide to Commission Staff reports*
10 *of studies performed; and*

11 (b) Perform a technical study simulating an outage of the Project that
12 may be caused by the collocation of the Project parallel to and within 100 feet of the
13 existing natural gas or hazardous liquid pipeline. This study should either: i) show
14 that such outage does not result in *customer outages; or ii) include operating plans*
15 *to minimize any resulting customer outages. Applicant shall provide a copy of this*
16 *study to Commission Staff.*

17 18. Applicant will follow the latest Western Electricity Coordinating
18 Council/North American Electric Reliability Corporation Planning standards as
19 approved by the Federal Energy Regulatory Commission, and National Electrical
20 Safety Code construction standards.

21 19. The Applicant shall submit a self-certification letter annually, identifying
22 progress made with respect to each condition contained in the Certificate, including
23 which conditions have been met. Each letter shall be submitted to the Docket
24 Control of the Arizona Corporation Commission on December 1 beginning in
25 ~~2009~~2010. Attached to each certification letter shall be documentation explaining
26 how compliance with each condition was achieved. Copies of each letter along with
27 the corresponding documentation shall be submitted to the Arizona Attorney General

1 and Department of Commerce Energy Office. The requirement for the self-
2 certification shall expire on the date the Project is placed into operation.

3 20. Within sixty (60) days of the Commission decision granting this
4 Certificate, the Applicant shall make good faith efforts to commence discussions with
5 private landowners, on whose property the Project corridor is located, to identify the
6 specific location for the Project's right-of-way and placement of poles.

7 ~~21. The Applicant shall expeditiously pursue reasonable efforts to work with~~
8 ~~private landowners on whose property the Project right of way will be located, to~~
9 ~~mitigate the impacts of the location, construction, and operation of the Project on~~
10 ~~private land.~~

11 **FINDINGS OF FACT AND CONCLUSIONS OF LAW**

12 This Certificate incorporates the following findings of fact and conclusions of
13 law:

14 1. The Project is in the public interest because it aids the state in meeting
15 the need for an adequate, economical and reliable supply of electric power.

16 2. In balancing the need for the Project with its effect on the environment
17 and ecology of the state, the conditions placed on the CEC by the Committee
18 effectively minimize its impact on the environment and ecology of the state.

19 3. The conditions placed on the CEC by the Committee resolve matters
20 concerning the need for the Project and its impact on the environment and ecology
21 of the state raised during the course of proceedings, and as such, serve as the
22 findings on the matters raised.

23 4. In light of these conditions, the balancing in the broad public interest
24 results in favor of granting the CEC.

25 DATED this ____ day of August, 2009.

**THE ARIZONA POWER PLANT AND
TRANSMISSION LINE SITING
COMMITTEE**

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By _____
John Foreman, Chairman

Legend

- Abel-Moody Line String Boundary
- R324 Service Area
- R324 Preferred Alignment
- Alternative Alignment
- Nodes
- Substations
- Existing 230kV Transmission Line
- R324 Potential Substation Sites

PUBLIC HEARING

SRP-ABEL TO MOODY 230KV POWERLINE PROJECT

Arizona Corporation Commission
Docket No. L000000B-09-0311-00148

The public is invited to participate in a public hearing before the Arizona Power Plant and Transmission Line Siting Committee commencing on August 5, 2009.

Hearing - 9:30 AM Special Public Comment Session - 6:00 PM
ASU Polytechnic Campus Student Union, Cooley Ballrooms Same location
7001 E. Williams Field Road, Mesa

PROJECT INFO: 866-537-7704 or www.azpower.org

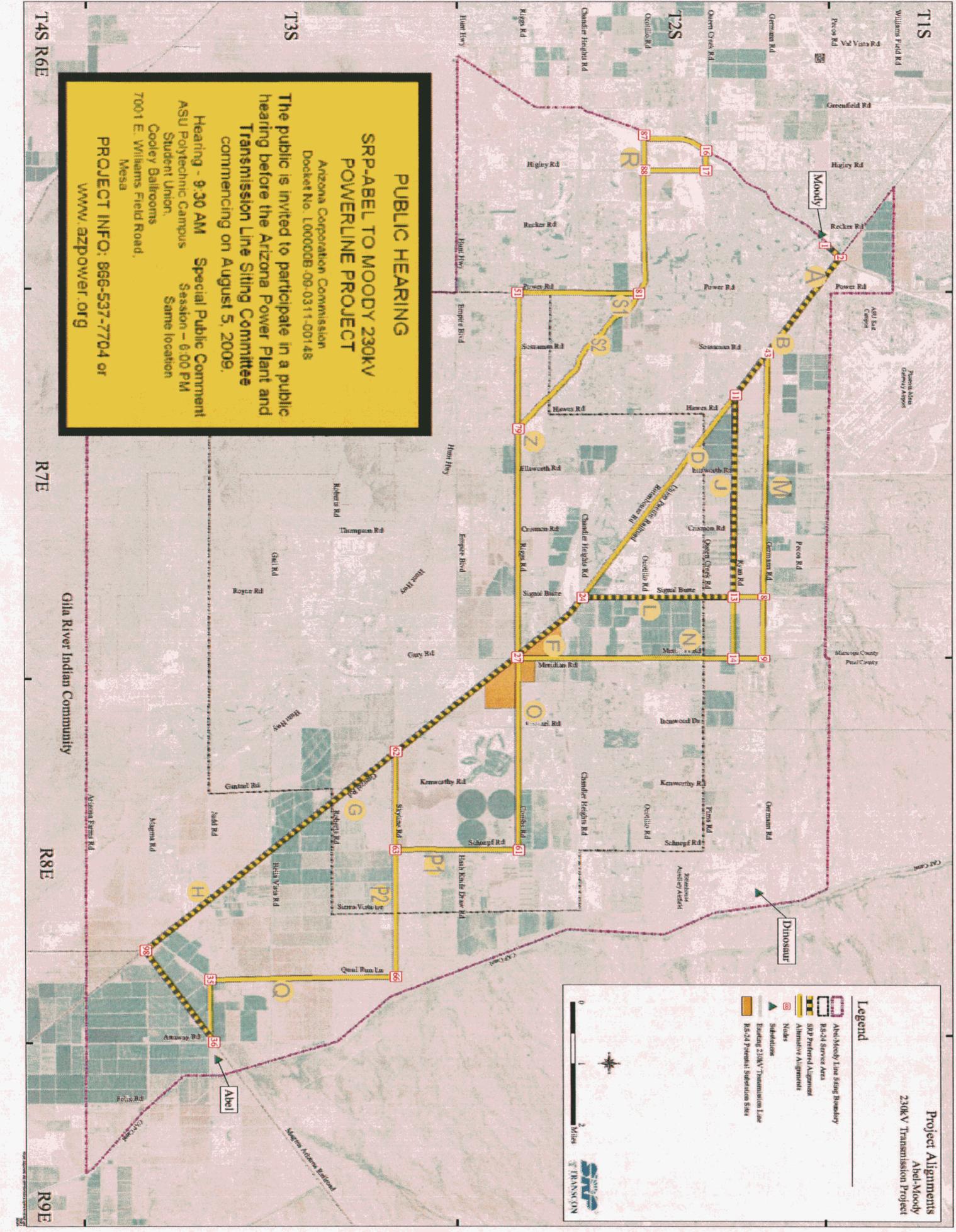


EXHIBIT "2"

**Application by Salt River Project for a
Certificate for Environmental Compatibility for its
Abel to Moody Transmission Project**

*Questionnaire to Determine Interest in and Opposition to the
Various Alignments Presented in the Application*

This questionnaire is being sent to each interested party in the SRP Abel to Moody CEC application. This questionnaire is intended to ascertain each party's interest in or opposition to each alternative route presented in the Application.

This questionnaire is submitted per the recommendation of Siting Committee Chair John Foreman during the May 20th Pre-Hearing Conference and in furtherance of the Section 5 of the Draft Procedural Order requiring that the parties meet and confer prior to the hearing to determine if any of the intervening parties have similar interests, also distributed at that same conference. The result of these questionnaires will be used to focus the presentations and discussions on the routes that are being advocated by the various parties. In order to accomplish this goal we request that you provide your responses by Thursday, June 25, 2009.

Name of Interested Party Town of Gilbert

Submitted by Kyle Mieras

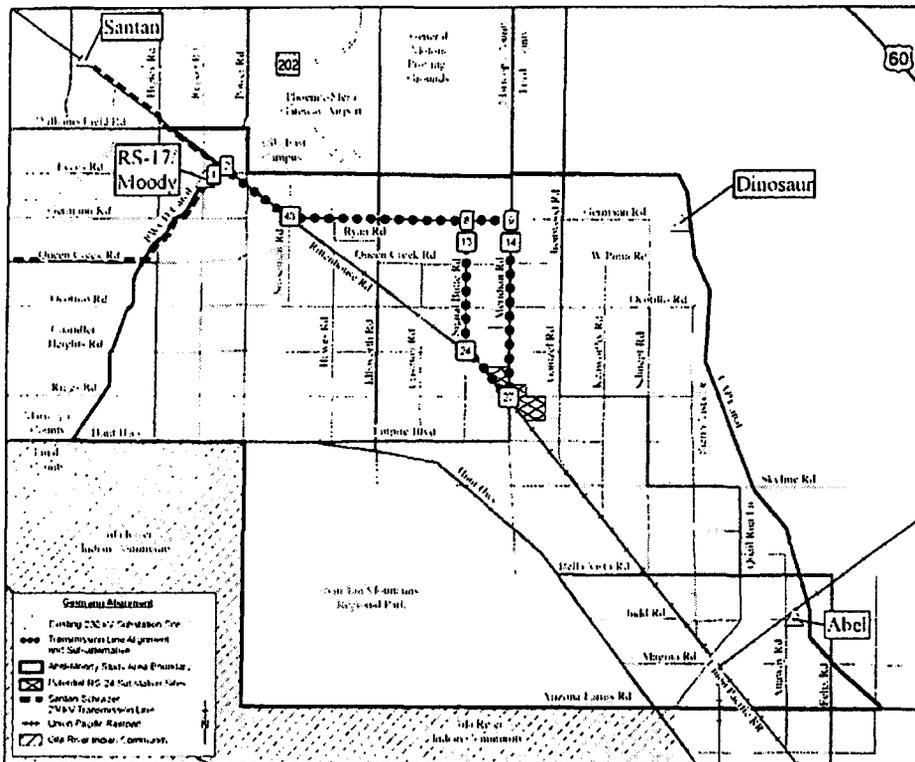
Its Planning & Development Services Manager

Date: 6-22-09

North of RS-24 Proposed Alignments

Germann Alignment

This alignment begins near the RS-17/Moody substations and generally follows the Roosevelt Water Conservation District ("RWCD") canal to the northeast for a short distance to the UPRR. The alignment parallels the UPRR southeast to Germann Road, and then parallels Germann Road to the east until it intersects Signal Butte Road. At Signal Butte Road, the alignment turns south to the UPRR and parallels the UPRR to the RS-24 Substation siting area. The Germann Alignment contains one sub-alternative that parallels Meridian Road rather than Signal Butte Road. This sub-alternative continues one mile east on the Germann Road alignment, then turns south along Meridian Road to the UPRR and the RS-24 Substation siting area.



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen

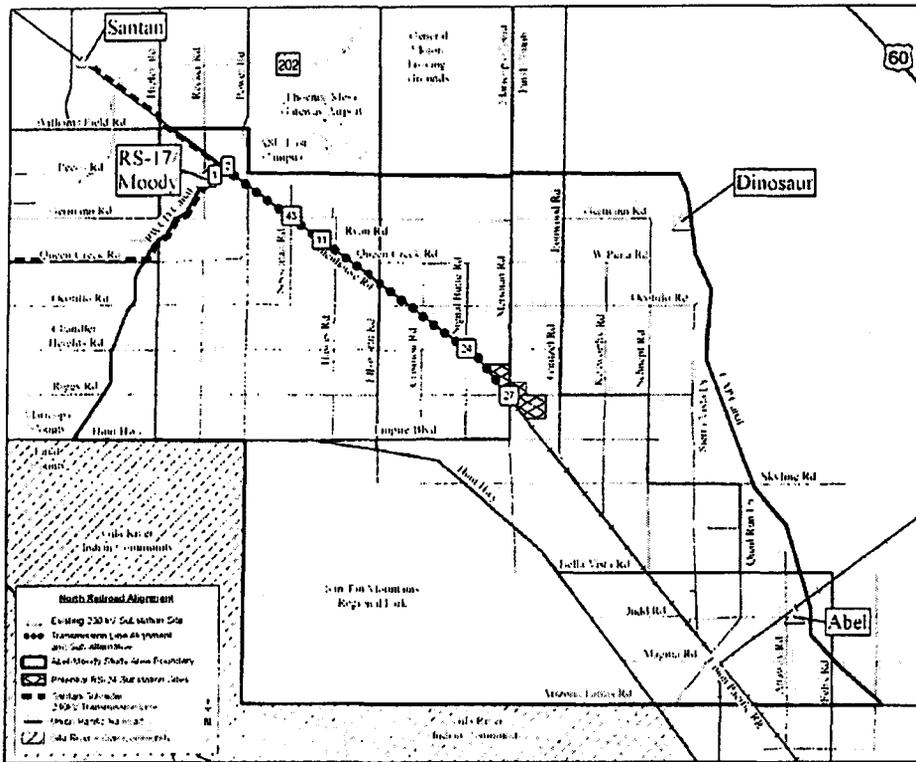
I oppose this alignment

(If applicable) I would prefer the sub-alternative, node 8 to 9 to 14 to 27

Comments: Preferred alignment unless identified to be unacceptable to FAA.

North-Railroad Alignment

This alignment begins near the RS-17/Moody substations along the RWCD canal and generally follows the RWCD canal to the northeast for a short distance to the UPRR. The alignment parallels the UPRR southeast to the RS-24 Substation siting area.



This is my preferred alignment

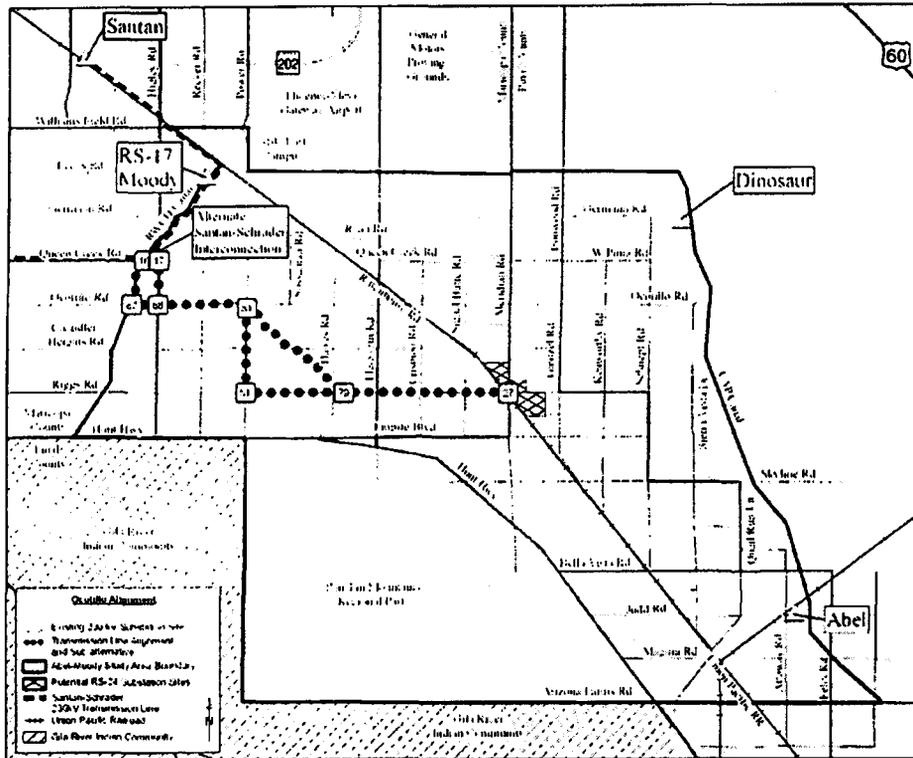
I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

Comments: This Alignment is in direct opposition to the
Town of Queen Creek. Other alternatives exist that are
more favorable and less destructive in their opinion.

Ocotillo Alignment

This alignment begins with an interconnection into the existing Santan-Schrader 230kV line along the RWCD canal near Queen Creek Road. The alignment continues south, adjacent to the RWCD canal to Ocotillo Road, at which point the alignment turns east to Sonoqui Wash and follows the wash southeast to the intersection with Riggs Road. The alignment then continues east to the UPRR and the RS-24 Substation siting area. Two sub-alternatives exist within this alignment. One extends east from the existing SRP Santan-Schrader 230kV transmission line at Queen Creek Road and south along Higley Road to Ocotillo Road. Another sub-alternative extends from Ocotillo Road south along Power Road to Riggs Road and then east.



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

(If applicable) I would prefer sub-alternative 1, node 16 to 67

(If applicable) I would prefer sub-alternative 2, node 61 to 51 to 79

Comments: See Attached

Town of Gilbert – Response to “Ocotillo Alignment” alternative

The Town of Gilbert has consistently opposed any southwestern routes from the RS-17/Moody site. These reasons have been identified and documented by the Town since the first Jurisdictional Working Group meetings held approximately one year ago.

A listing of the conditions, issues and opportunities which clearly eliminate a southwest alignment are listed below:

Recently, the Town of Gilbert completed construction of the Power Road and Pecos Road intersection. Understanding that this was the preferred alignment of the Abel-Moody 230 kV line, Town Staff worked closely with SRP's designers to ensure that the design of the intersection and utilities would accommodate not only the existing 69 kV lines, but also accommodate the future 230 kV lines and poles. As mentioned, the construction is complete after a joint design effort.

In June 2008, after a Jurisdictional Working Group meeting, the Town of Gilbert forwarded requested information to Transcon Environmental describing the Communities long term vision for the area. The information states that the area has been designated by the Town of Gilbert as the Santan Character Area. The area is unique because of the farming, respect for the land and the family atmosphere. An excerpt from the Town's adopted General Plan describing the Santan Character Area was included as reference.

A copy of the Town's adopted land use map from the General Plan was also included. The land use map clearly shows that a majority of the area south of the Moody site is residential in nature.

A recent subdivision map was also included. The map outlines the high number of subdivisions which have been approved and platted south of the Moody site. Power lines in this area will greatly impact residential subdivisions.

In September 2008, the Town of Gilbert issued a letter to SRP outlining several concerns which had also been discussed during meetings. The letter expressed concern and urged increased awareness and sensitivity regarding several alignment options in southern Gilbert.

The letter indicated concern about the use of the Roosevelt Water Conservation District/East Maricopa Floodway maintenance roads for the power line. This is a significant public trail path which ties in with Sanoqui Wash and Queen Creek Wash at Chandler Heights basin, allowing access to the Santan Regional park further to the south and east including the EMF.

Gilbert's experience with the Western Canal power line alignment is that restrictions from the high voltage lines and tower spacing limits the leisure recreation opportunities for shade and natural aesthetic appreciation opportunities. Use of this corridor to the south also requires crossing significant existing developed residential areas to move the power lines to the south and east.

The use of the Queen Creek and Sanoqui Wash alignment does not appear to make environmental sense at all. These channels are significant natural recreation corridors

for both Gilbert and Queen Creek and their use as a high voltage corridor appears totally incompatible.

The washes also pass through already developed residential areas in Gilbert and Queen Creek and both washes represent open space trail connections for both Gilbert and Queen Creek.

The use of Ocotillo creates the same concerns as the Sanoqui Wash. Additionally, the South Area Recharge Facility at Higley and Ocotillo is designed for passive, natural appreciation, leisure recreation and migratory birding, which are totally incompatible with a high voltage line corridor.

The Chandler Heights basin is a large open space and an essential part of Gilbert's long range community open space and recreational plans. Since the basin runs from Queen Creek Road to south of Ocotillo, as well as most of the area from the RWCD/EMF to Higley Road, locating a high voltage corridor along or through the site is totally unacceptable to the community.

Also in September, the Town provided Transcon with a copy of the South Recharge Site Plan. The South Recharge Site is located on the northeast corner of Higley Road and Ocotillo Road. The plan outlines the long term use and benefits of the site. It demonstrates the importance the Town has placed on the successful development of the site and extensive public input went into creating the document. Given the goals of the Town and future use of the site, the plan presents a significant barrier to the 230 kV line placements.

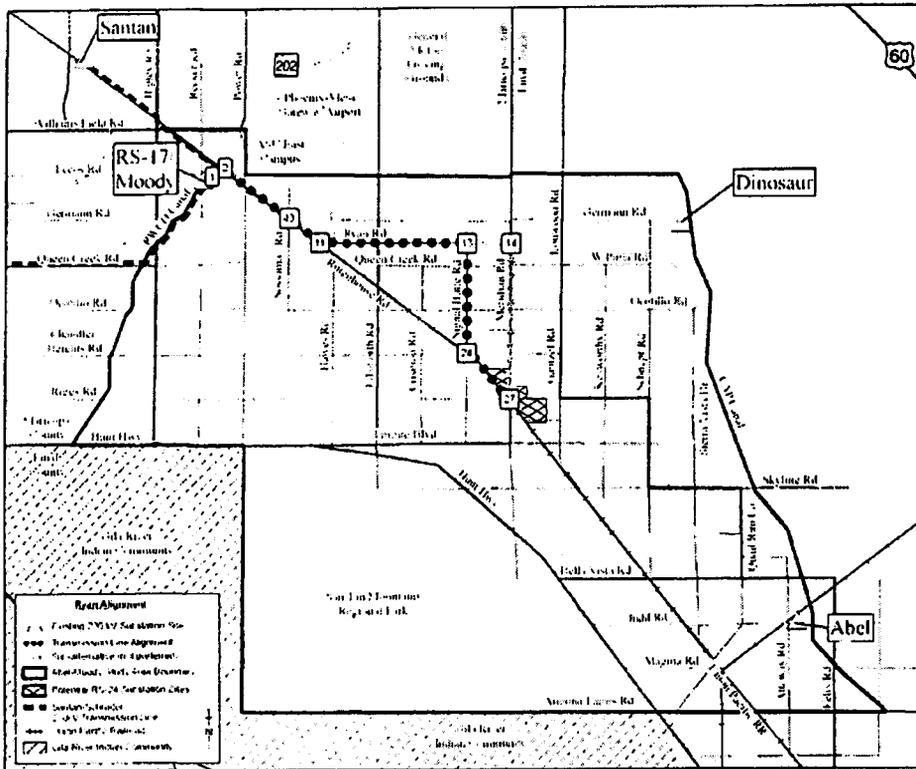
In October 2008, the Town again forwarded a letter to SRP outlining concerns about the consistent application of the alternative corridor rankings indicating that Gilbert does not believe the options shown through Gilbert along Riggs Road or Ocotillo Road are consistent with the SRP criteria for compatibility.

The letter continues to say, both corridors are routed through already existing residential areas and master planned communities. The consistency concern is best reflected by the decision to rank the Power Road corridor as unacceptable, due in part to petitions from the Power Ranch area. That same community is affected by the Ocotillo Road corridor, as is The Bridges and Marbella developments and an existing low density residential development near Recker and Ocotillo.

The Riggs Road corridor clearly has visual impacts on the San Tan mountain view corridor one mile to the south which were used to eliminate other southern options. Further, Seville, Country Shadows and Mountainwood master planned communities as well as several existing low density residential developments along Riggs would be impacted.

Ryan Alignment

The Ryan Alignment begins near the RS-17/Moody substations and generally follows the RWCD canal to the northeast for a short distance to the UPRR. The alignment then parallels the UPRR southeast to Ryan Road. The alignment then parallels the Ryan Road alignment to the east until it intersects Signal Butte Road, turns south on Signal Butte Road to the UPRR and parallels the UPRR to the southeast until it reaches the RS-24 Substation siting area. The Ryan Alignment contains one sub-alternative that utilizes Meridian Road, rather than Signal Butte Road. This sub-alternative continues one-mile east on the Ryan alignment, then turns south along Meridian Road to the UPRR.



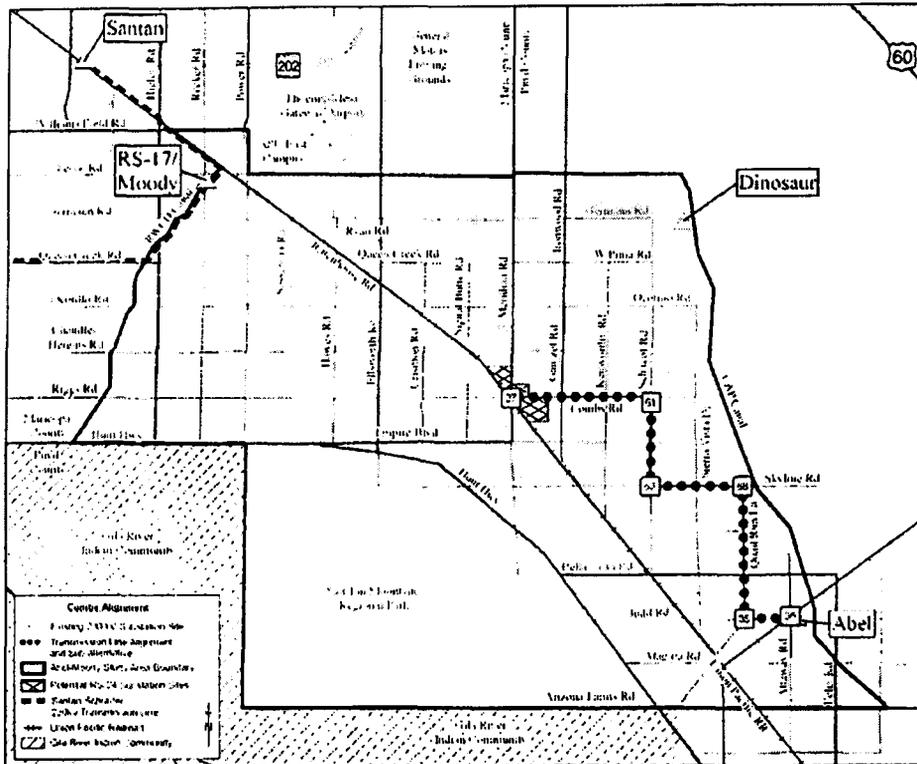
- This is my preferred alignment
- I would accept this alignment if my preferred alignment is not chosen
- I oppose this alignment
- (if applicable) I prefer the sub-alignment, Node 13 to 14 to 27

Comments: This would be the preferred alignment if
the FAA made a determination that German Road
was unacceptable.

South of Prospective RS-24 Sites

Combs Alignment

This alignment begins at the RS-24 Substation area and continues east along Combs Road to Schnepf Road. The alignment then follows Schnepf Road south to Skyline Road, extending east to Quail Run Lane and then south to Judd Road. At Judd Road, the route turns east to the Abel Substation site.



This is my preferred alignment

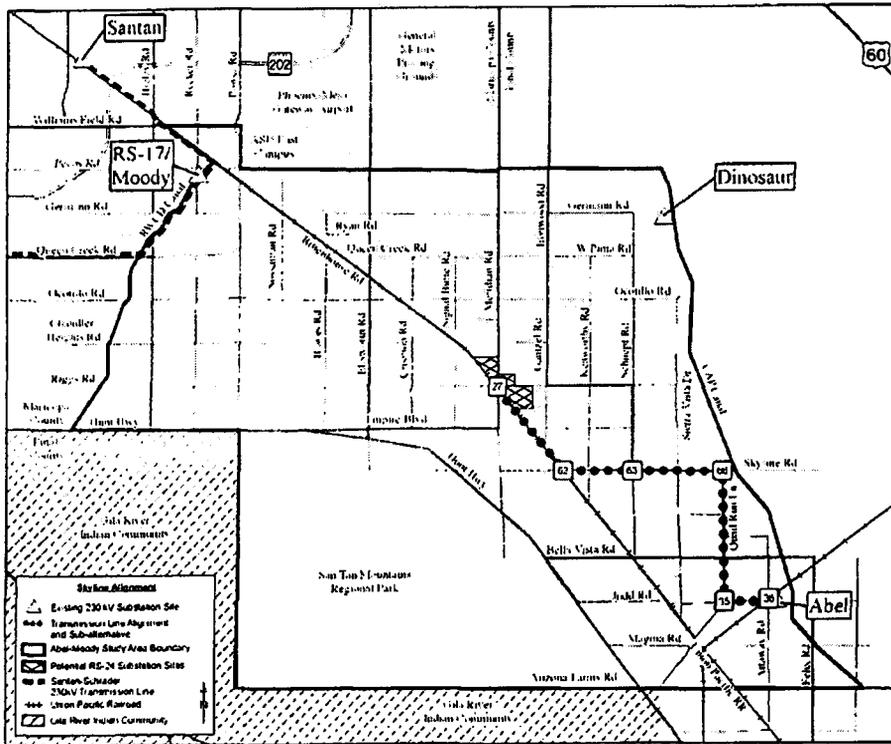
I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

Comments: _____

Skyline Alignment

This alignment generally parallels the UPRR from the RS-24 Substation site southeast to Skyline Road and then departs from the UPRR at the intersection of Skyline Road. The alignment continues east on Skyline Road to Quail Run Lane before continuing south to Judd Road. At Judd Road the route turns east to the Abel Substation site.



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

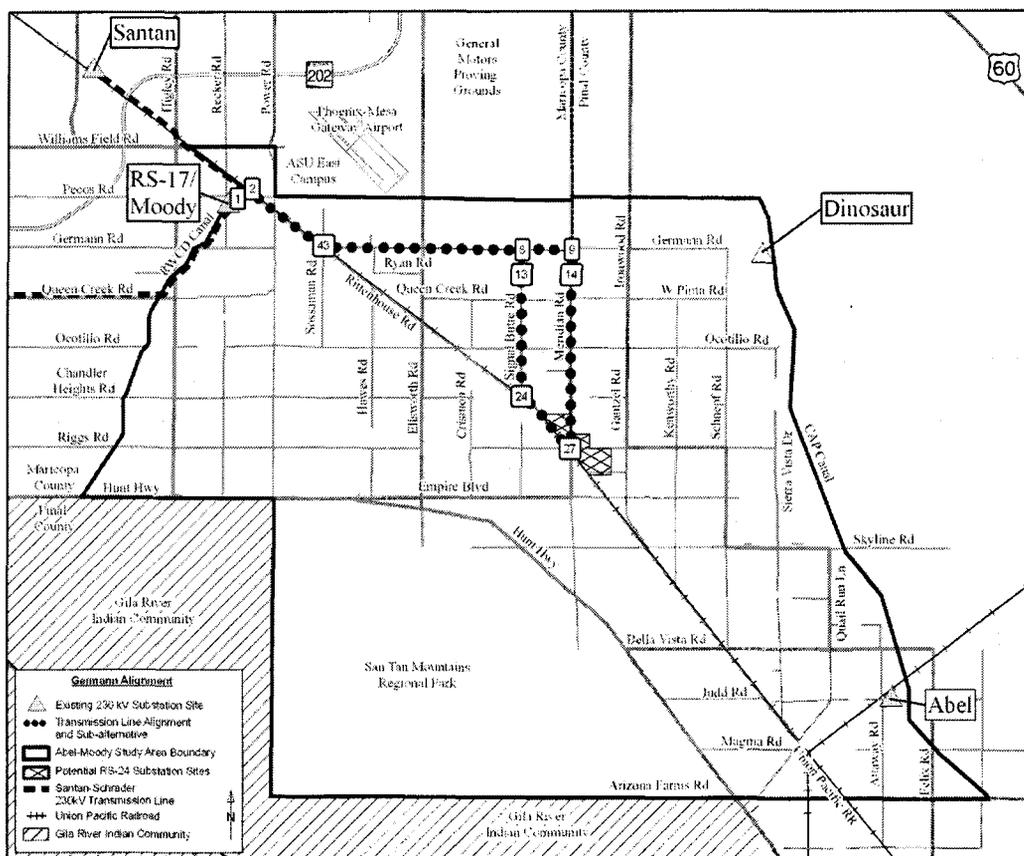
Comments: _____

EXHIBIT "3"

North of RS-24 Proposed Alignments

Germann Alignment

This alignment begins near the RS-17/Moody substations and generally follows the Roosevelt Water Conservation District ("RWCD") canal to the northeast for a short distance to the UPRR. The alignment parallels the UPRR southeast to Germann Road, and then parallels Germann Road to the east until it intersects Signal Butte Road. At Signal Butte Road, the alignment turns south to the UPRR and parallels the UPRR to the RS-24 Substation siting area. The Germann Alignment contains one sub-alternative that parallels Meridian Road rather than Signal Butte Road. This sub-alternative continues one mile east on the Germann Road alignment, then turns south along Meridian Road to the UPRR and the RS-24 Substation siting area.



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen

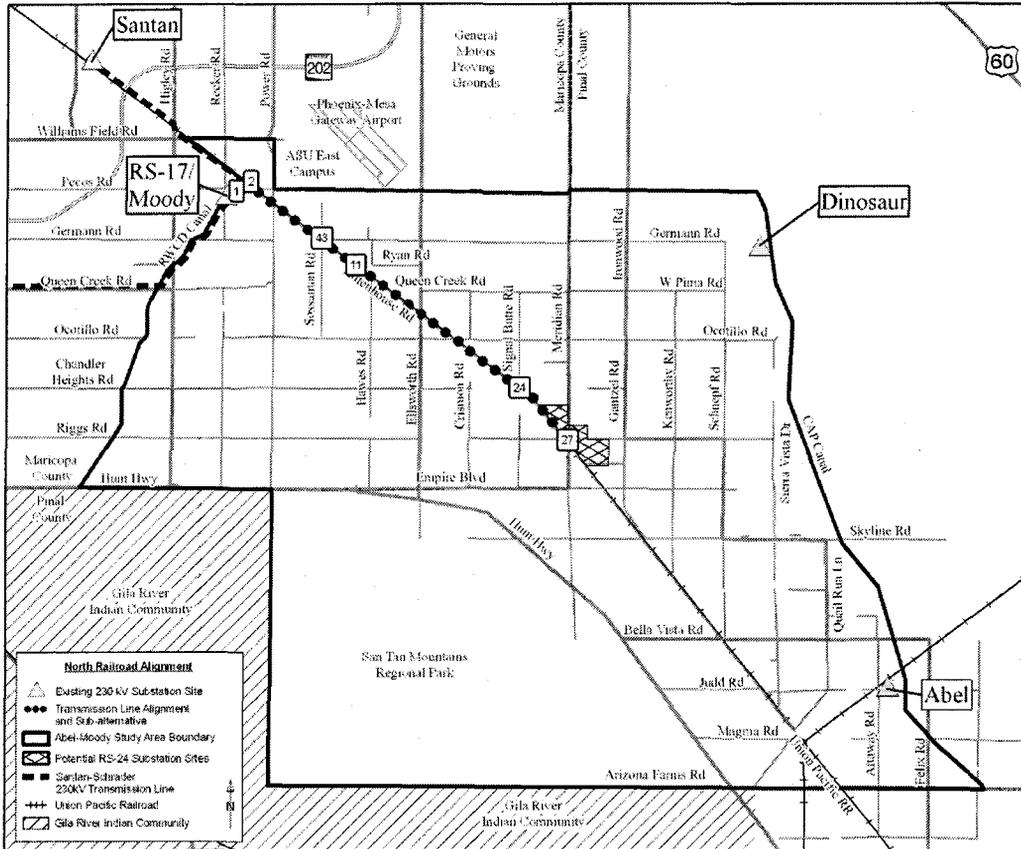
I oppose this alignment

(If applicable) I would prefer the sub-alternative, node 8 to 9 to 14 to 27

Comments: The FAA conducted an aeronautical study of the 31 pole locations and heights along the Germann Rd. alignment and found that each pole "exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities".

North-Railroad Alignment

This alignment begins near the RS-17/Moody substations along the RWCD canal and generally follows the RWCD canal to the northeast for a short distance to the UPRR. The alignment parallels the UPRR southeast to the RS-24 Substation siting area.



This is my preferred alignment

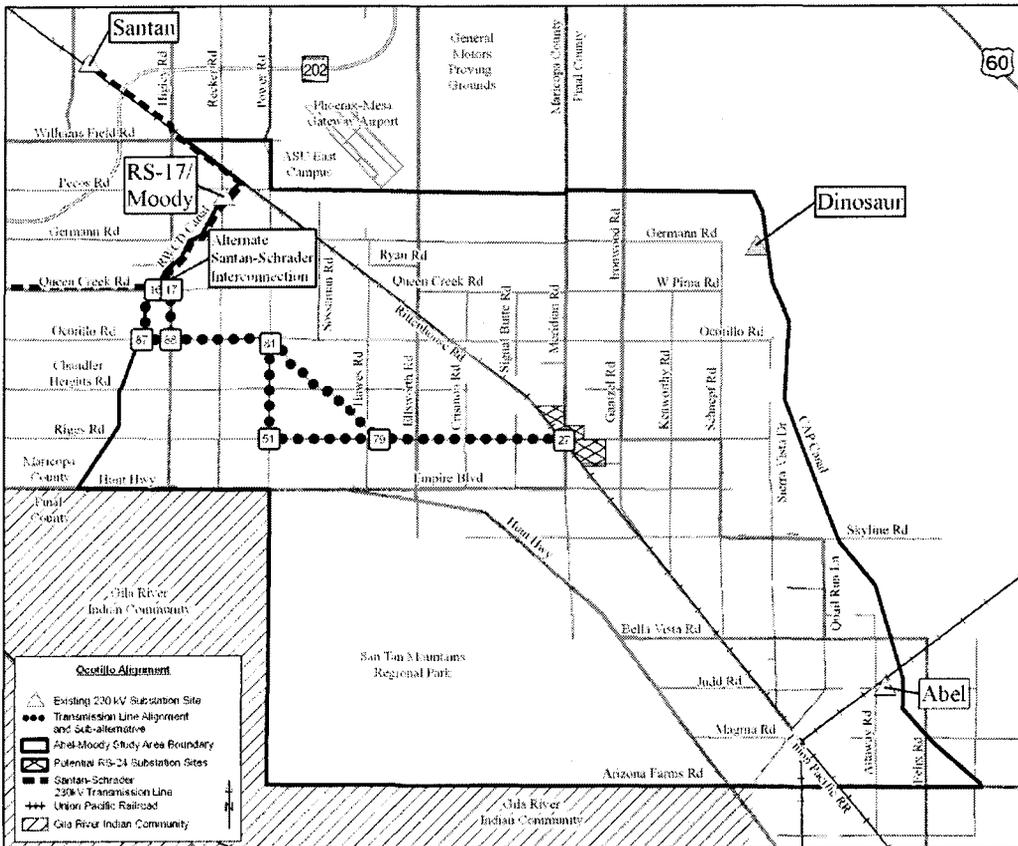
I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

Comments: The FAA has not conducted an aeronautical study for the entire North Railroad alignment.

Ocotillo Alignment

This alignment begins with an interconnection into the existing Santan-Schrader 230kV line along the RWCD canal near Queen Creek Road. The alignment continues south, adjacent to the RWCD canal to Ocotillo Road, at which point the alignment turns east to Sonoqui Wash and follows the wash southeast to the intersection with Riggs Road. The alignment then continues east to the UPRR and the RS-24 Substation siting area. Two sub-alternatives exist within this alignment. One extends east from the existing SRP Santan-Schrader 230kV transmission line at Queen Creek Road and south along Higley Road to Ocotillo Road. Another sub-alternative extends from Ocotillo Road south along Power Road to Riggs Road and then east.



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

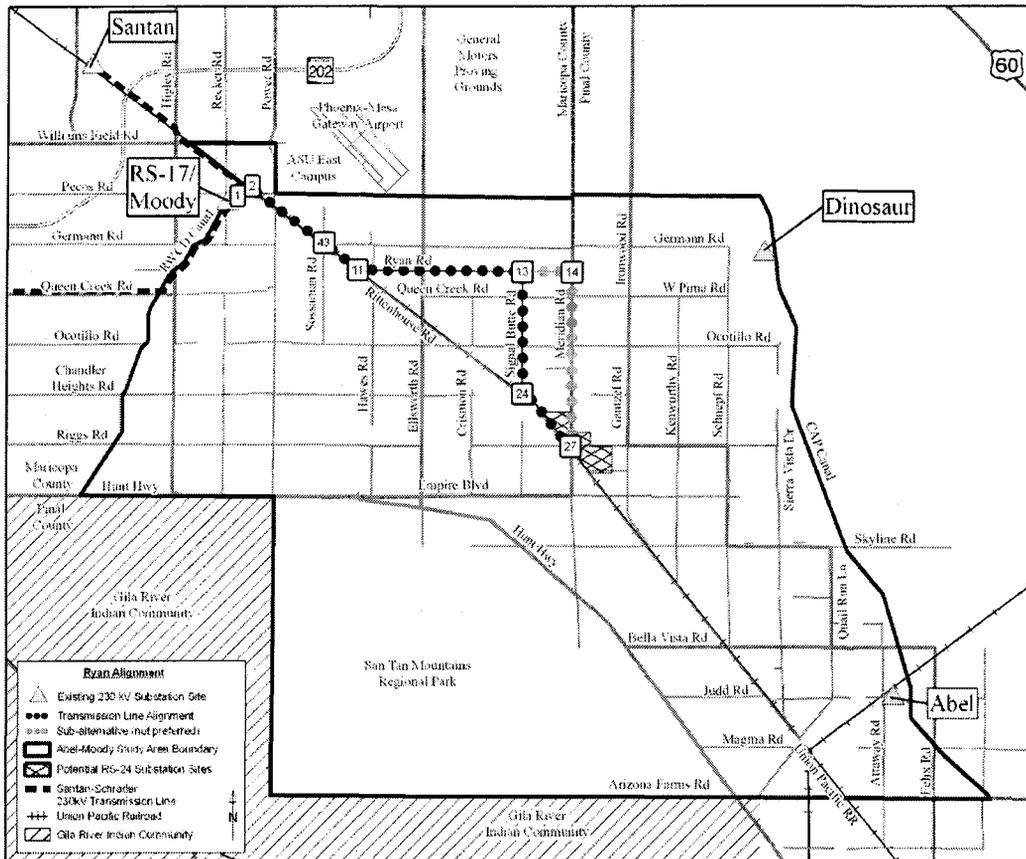
(If applicable) I would prefer sub-alternative 1, node 16 to 67

(If applicable) I would prefer sub-alternative 2, node 61 to 51 to 79

Comments: The FAA has not conducted an aeronautical study for the Ocotillo alignment.

Ryan Alignment

The Ryan Alignment begins near the RS-17/Moody substations and generally follows the RWCD canal to the northeast for a short distance to the UPRR. The alignment then parallels the UPRR southeast to Ryan Road. The alignment then parallels the Ryan Road alignment to the east until it intersects Signal Butte Road, turns south on Signal Butte Road to the UPRR and parallels the UPRR to the southeast until it reaches the RS-24 Substation siting area. The Ryan Alignment contains one sub-alternative that utilizes Meridian Road, rather than Signal Butte Road. This sub-alternative continues one-mile east on the Ryan alignment, then turns south along Meridian Road to the UPRR .



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

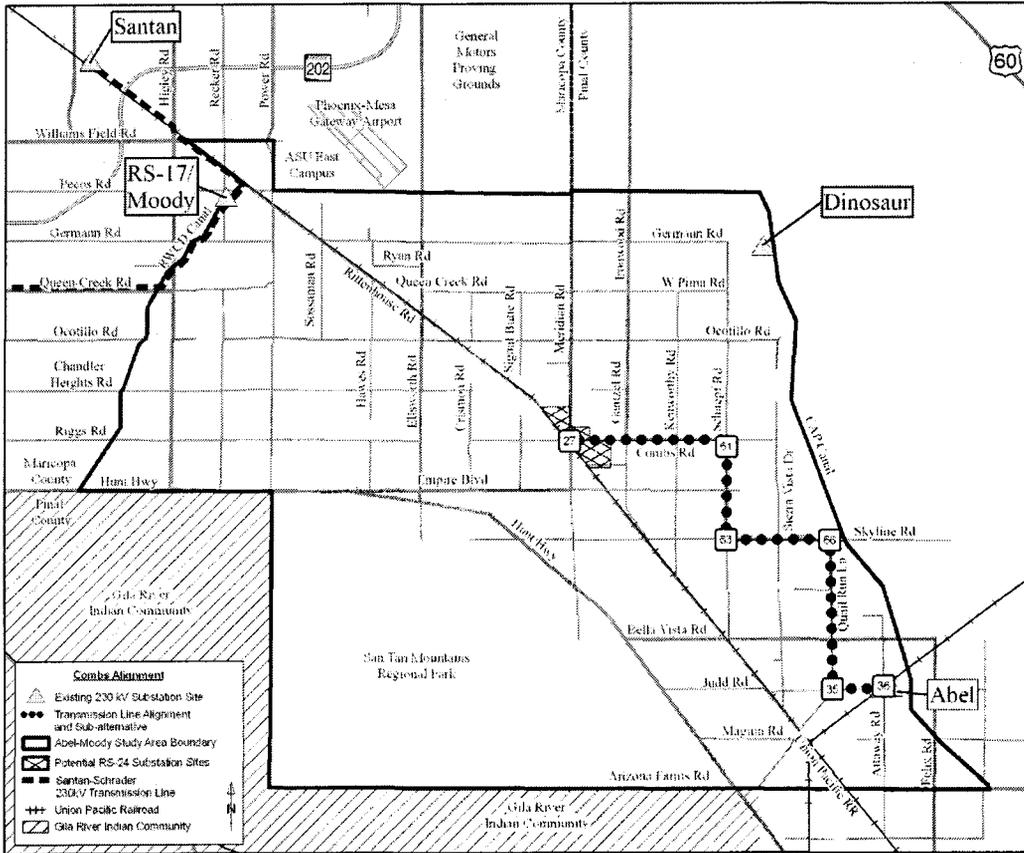
(if applicable) I prefer the sub-alignment, Node 13 to 14 to 27

Comments: The FAA conducted an aeronautical study of the Ryan Rd. alignment and determined the 29 poles along the Ryan Rd. portion pose "no hazard to air navigation, and do not exceed obstruction standards". The poles along the remaining segments of this alignment would require a determination by the FAA.

South of Prospective RS-24 Sites

Combs Alignment

This alignment begins at the RS-24 Substation area and continues east along Combs Road to Schnepf Road. The alignment then follows Schnepf Road south to Skyline Road, extending east to Quail Run Lane and then south to Judd Road. At Judd Road, the route turns east to the Abel Substation site.



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

Comments: _____

Skyline Alignment

This alignment generally parallels the UPRR from the RS-24 Substation site southeast to Skyline Road and then departs from the UPRR at the intersection of Skyline Road. The alignment continues east on Skyline Road to Quail Run Lane before continuing south to Judd Road. At Judd Road the route turns east to the Abel Substation site.



This is my preferred alignment

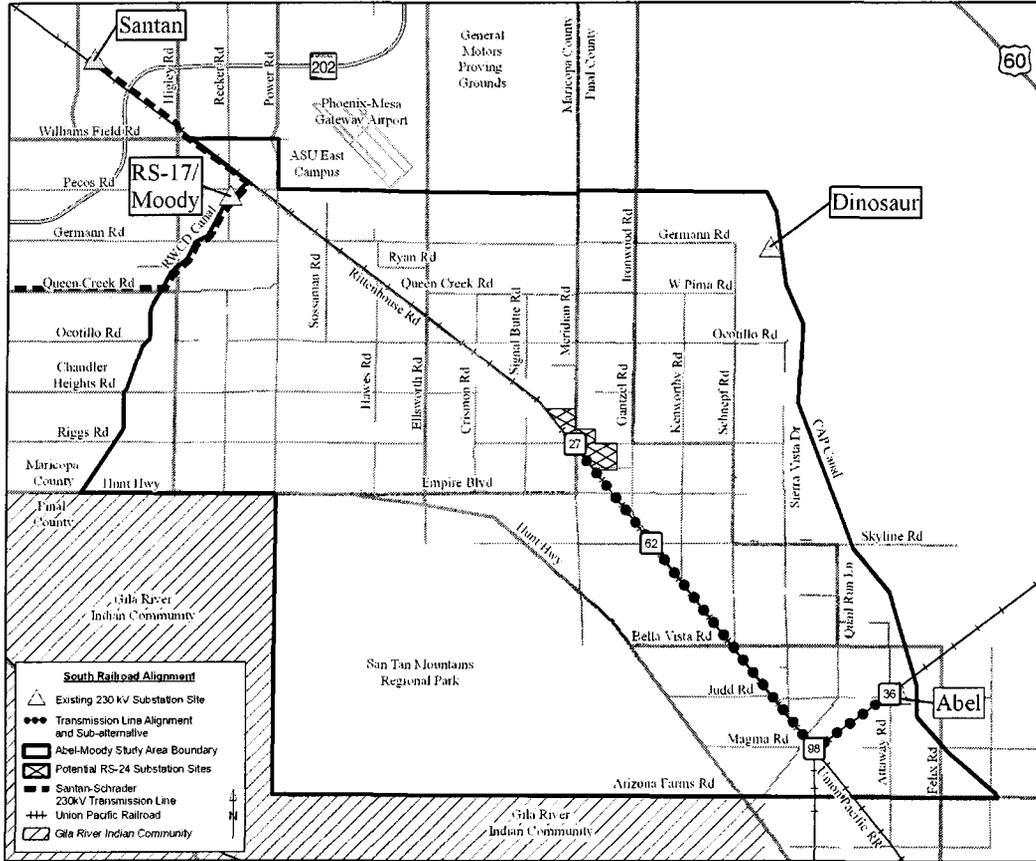
I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

Comments: _____

South-Railroad Alignment

This alignment generally parallels the UPRR southeast to the intersection of the Magma Railroad. It then continues northeast along the Magma Railroad right-of-way to the Abel Substation site.



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

Comments: _____

EXHIBIT "4"

**Application by Salt River Project for a
Certificate for Environmental Compatibility for its
Abel to Moody Transmission Project**

*Questionnaire to Determine Interest in and Opposition to the
Various Alignments Presented in the Application*

This questionnaire is being sent to each interested party in the SRP Abel to Moody CEC application. This questionnaire is intended to ascertain each party's interest in or opposition to each alternative route presented in the Application.

This questionnaire is submitted per the recommendation of Siting Committee Chair John Foreman during the May 20th Pre-Hearing Conference and in furtherance of the Section 5 of the Draft Procedural Order requiring that the parties meet and confer prior to the hearing to determine if any of the intervening parties have similar interests, also distributed at that same conference. The result of these questionnaires will be used to focus the presentations and discussions on the routes that are being advocated by the various parties. In order to accomplish this goal we request that you provide your responses by Thursday, June 25, 2009.

Name of Interested Party Vlachos Enterprises, LLC, VIP Nurseries, Inc.,
QC Niko I, LLC and QC Niko W, LLC (collectively
"Vlachos")

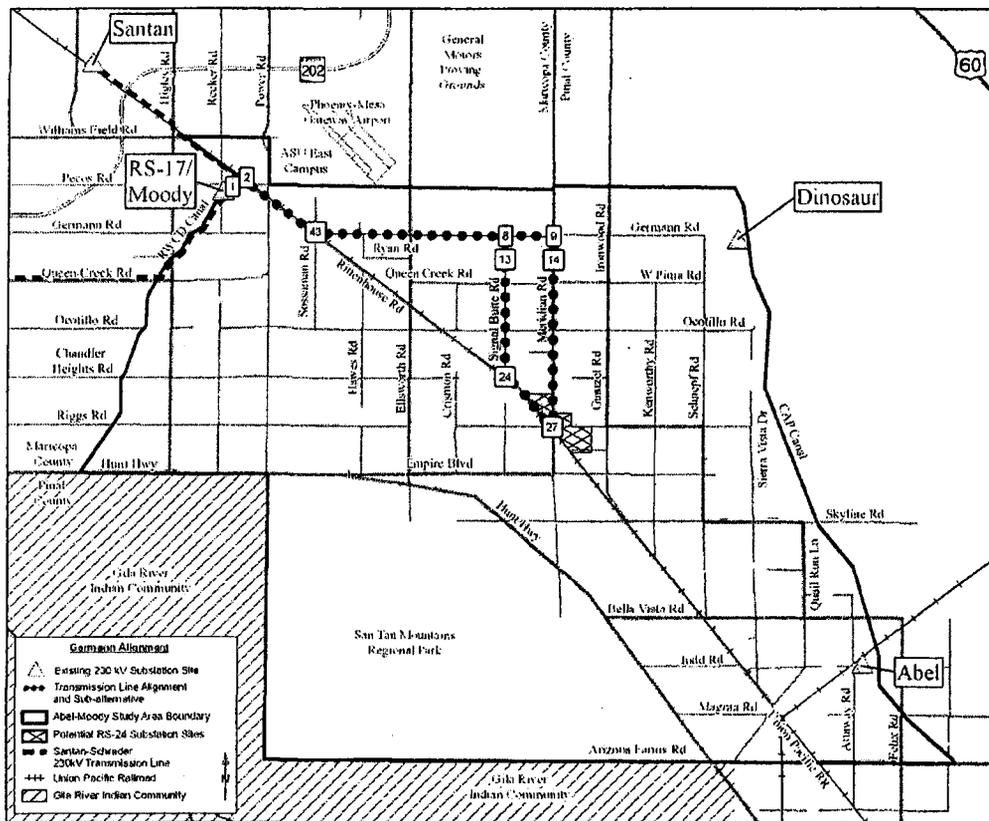
Submitted by Gregory L. Miles, attorney for Vlachos

Its
Date: 23 June 2009

North of RS-24 Proposed Alignments

Germann Alignment

This alignment begins near the RS-17/Moody substations and generally follows the Roosevelt Water Conservation District ("RWCD") canal to the northeast for a short distance to the UPRR. The alignment parallels the UPRR southeast to Germann Road, and then parallels Germann Road to the east until it intersects Signal Butte Road. At Signal Butte Road, the alignment turns south to the UPRR and parallels the UPRR to the RS-24 Substation siting area. The Germann Alignment contains one sub-alternative that parallels Meridian Road rather than Signal Butte Road. This sub-alternative continues one mile east on the Germann Road alignment, then turns south along Meridian Road to the UPRR and the RS-24 Substation siting area.



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen

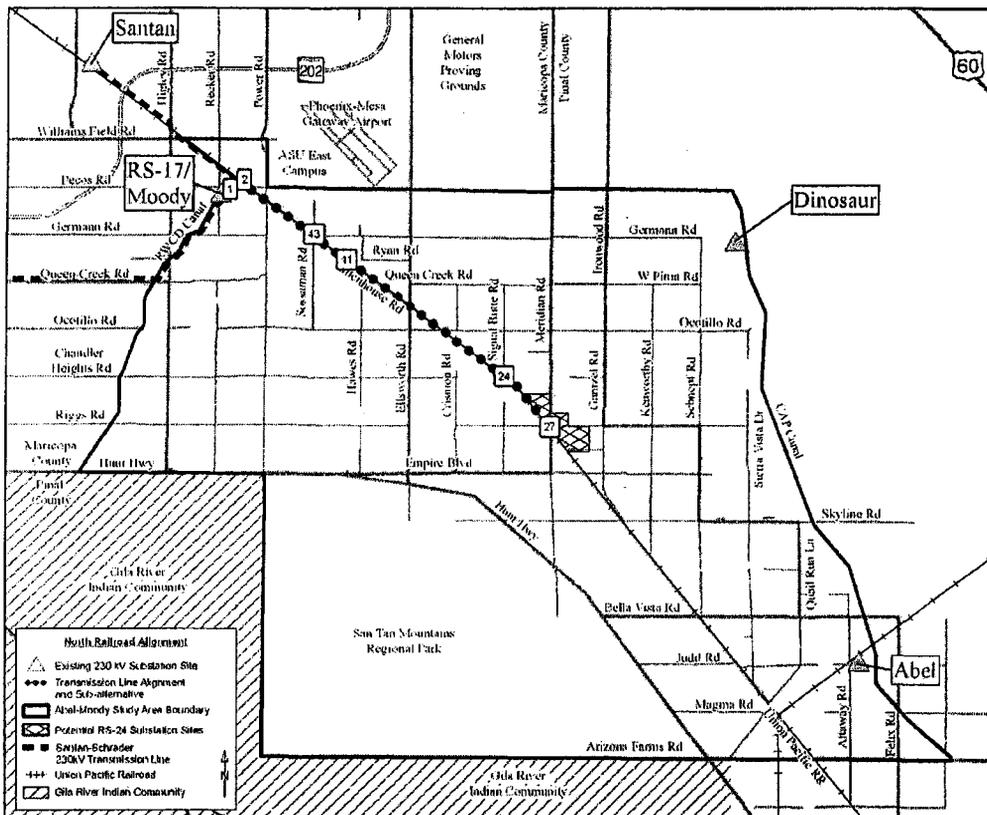
I oppose this alignment

(If applicable) I would prefer the sub-alternative, node 8 to 9 to 14 to 27

Comments: _____

North-Railroad Alignment

This alignment begins near the RS-17/Moody substations along the RWCD canal and generally follows the RWCD canal to the northeast for a short distance to the UPRR. The alignment parallels the UPRR southeast to the RS-24 Substation siting area.



This is my preferred alignment

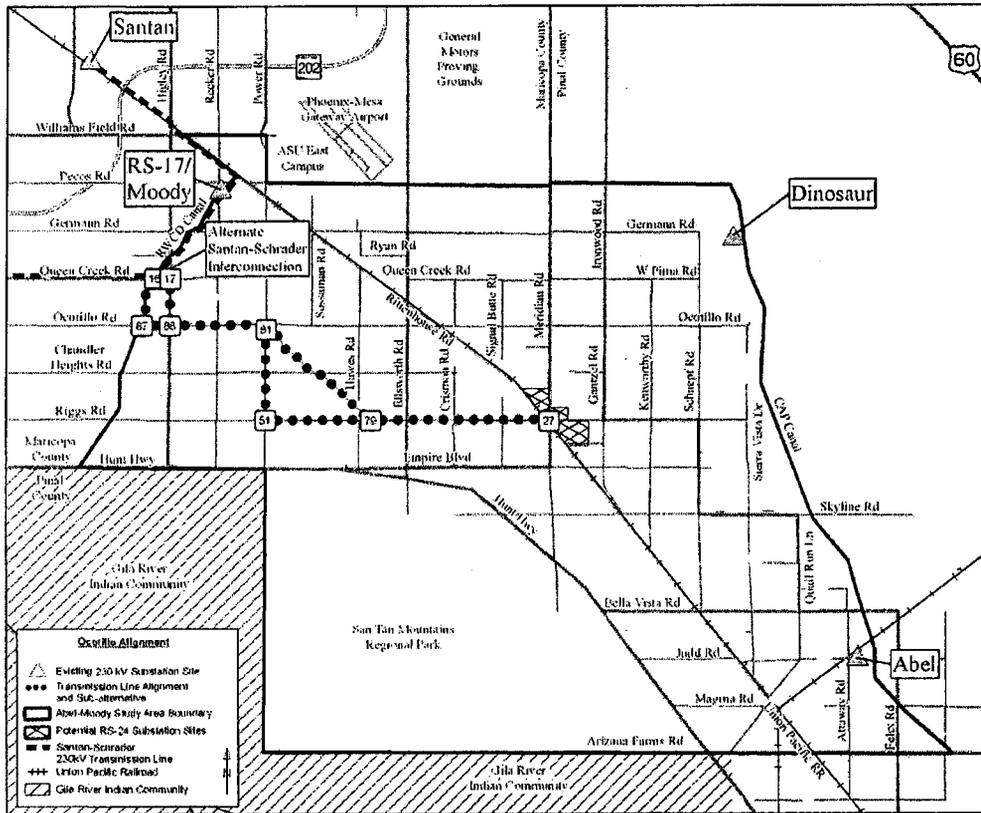
I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

Comments: _____

Ocotillo Alignment

This alignment begins with an interconnection into the existing Santan-Schrader 230kV line along the RWCD canal near Queen Creek Road. The alignment continues south, adjacent to the RWCD canal to Ocotillo Road, at which point the alignment turns east to Sonoqui Wash and follows the wash southeast to the intersection with Riggs Road. The alignment then continues east to the UPRR and the RS-24 Substation siting area. Two sub-alternatives exist within this alignment. One extends east from the existing SRP Santan-Schrader 230kV transmission line at Queen Creek Road and south along Higley Road to Ocotillo Road. Another sub-alternative extends from Ocotillo Road south along Power Road to Riggs Road and then east.



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

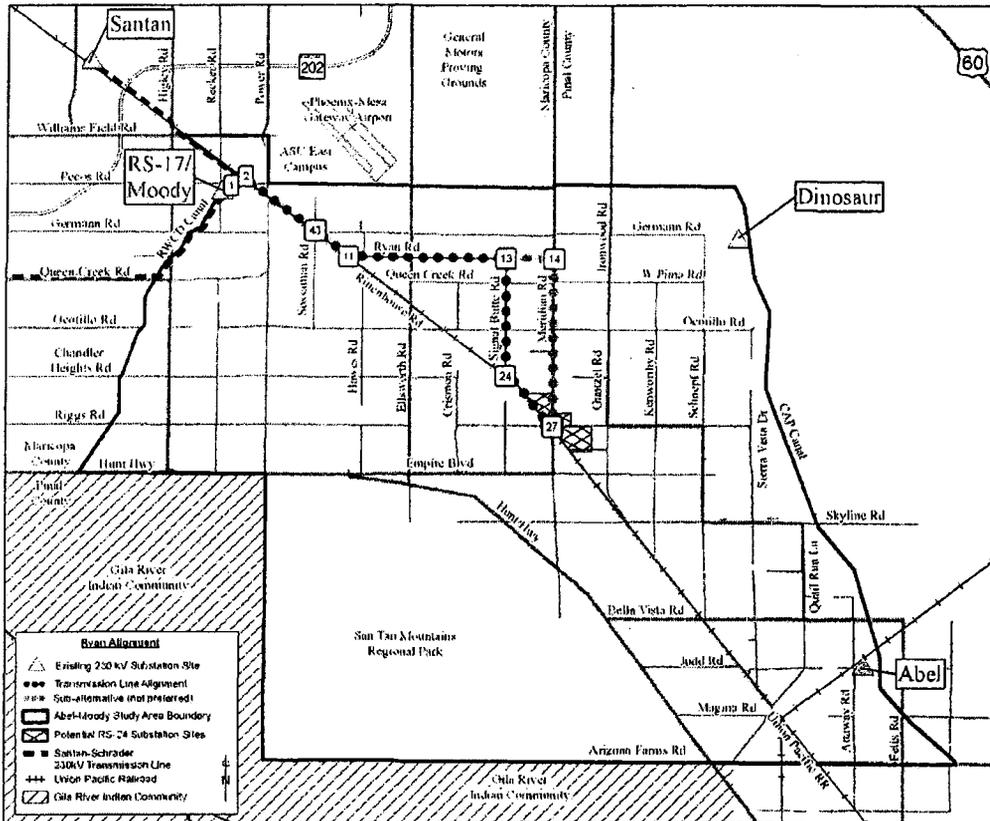
(If applicable) I would prefer sub-alternative 1, node 16 to 67

(If applicable) I would prefer sub-alternative 2, node 61 to 51 to 79

Comments: _____

Ryan Alignment

The Ryan Alignment begins near the RS-17/Moody substations and generally follows the RWCD canal to the northeast for a short distance to the UPRR. The alignment then parallels the Ryan Road southeast to Ryan Road. The alignment then parallels the Ryan Road alignment to the east until it intersects Signal Butte Road, turns south on Signal Butte Road to the UPRR and parallels the UPRR to the southeast until it reaches the RS-24 Substation siting area. The Ryan Alignment contains one sub-alternative that utilizes Meridian Road, rather than Signal Butte Road. This sub-alternative continues one-mile east on the Ryan alignment, then turns south along Meridian Road to the UPRR.



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen see below

I oppose this alignment see below

(if applicable) I prefer the sub-alignment, Node 13 to 14 to 27

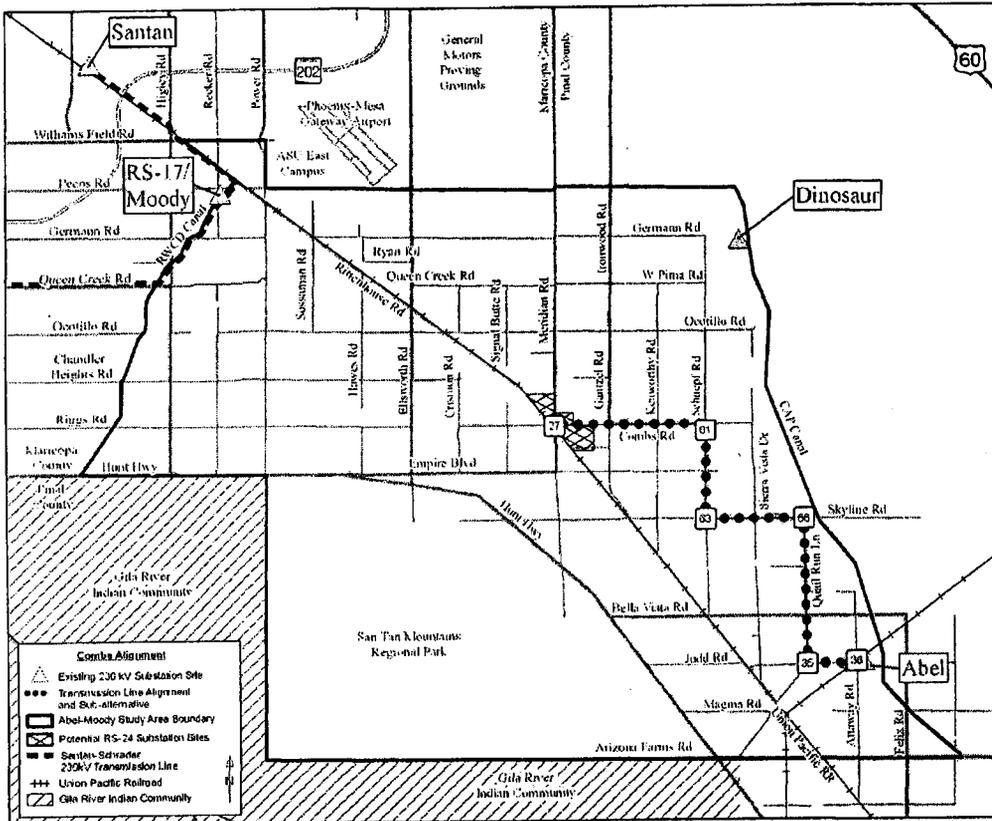
Comments: Vlachos would accept this alignment as an alternative if the line will be located on the south side of Ryan Rd.

Vlachos would oppose this alignment if the line is located on the north side of Ryan Rd.

South of Prospective RS-24 Sites

Combs Alignment

This alignment begins at the RS-24 Substation area and continues east along Combs Road to Schnepf Road. The alignment then follows Schnepf Road south to Skyline Road, extending east to Quail Run Lane and then south to Judd Road. At Judd Road, the route turns east to the Abel Substation site.



This is my preferred alignment

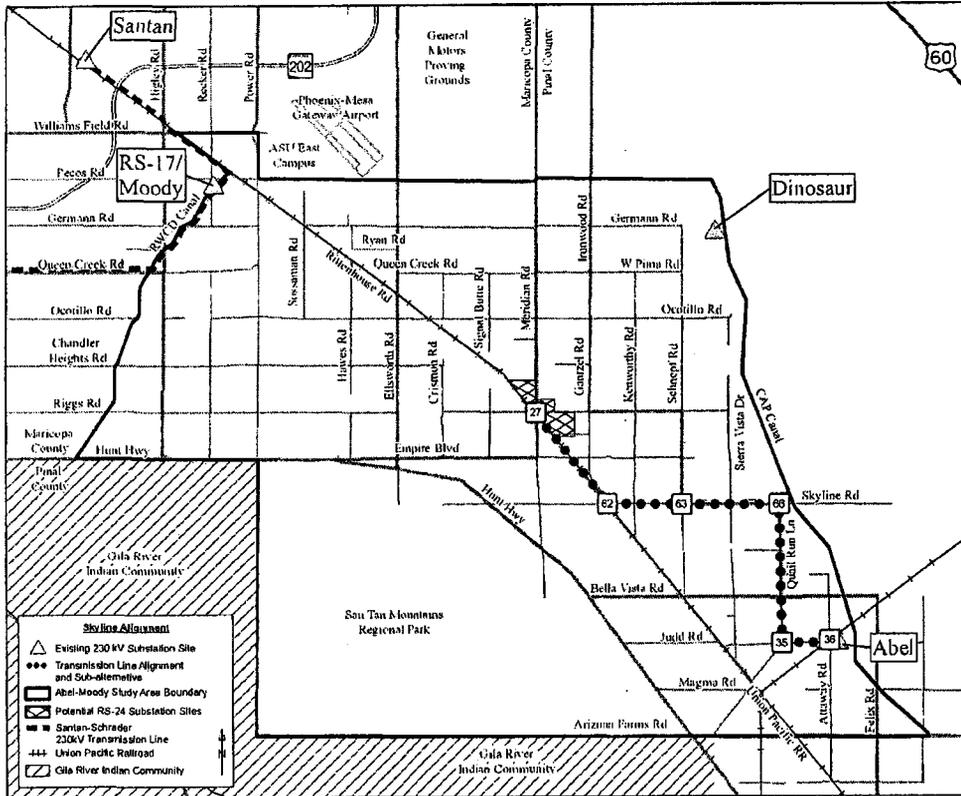
I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

Comments: N/A

Skyline Alignment

This alignment generally parallels the UPRR from the RS-24 Substation site southeast to Skyline Road and then departs from the UPRR at the intersection of Skyline Road. The alignment continues east on Skyline Road to Quail Run Lane before continuing south to Judd Road. At Judd Road the route turns east to the Abel Substation site.



This is my preferred alignment

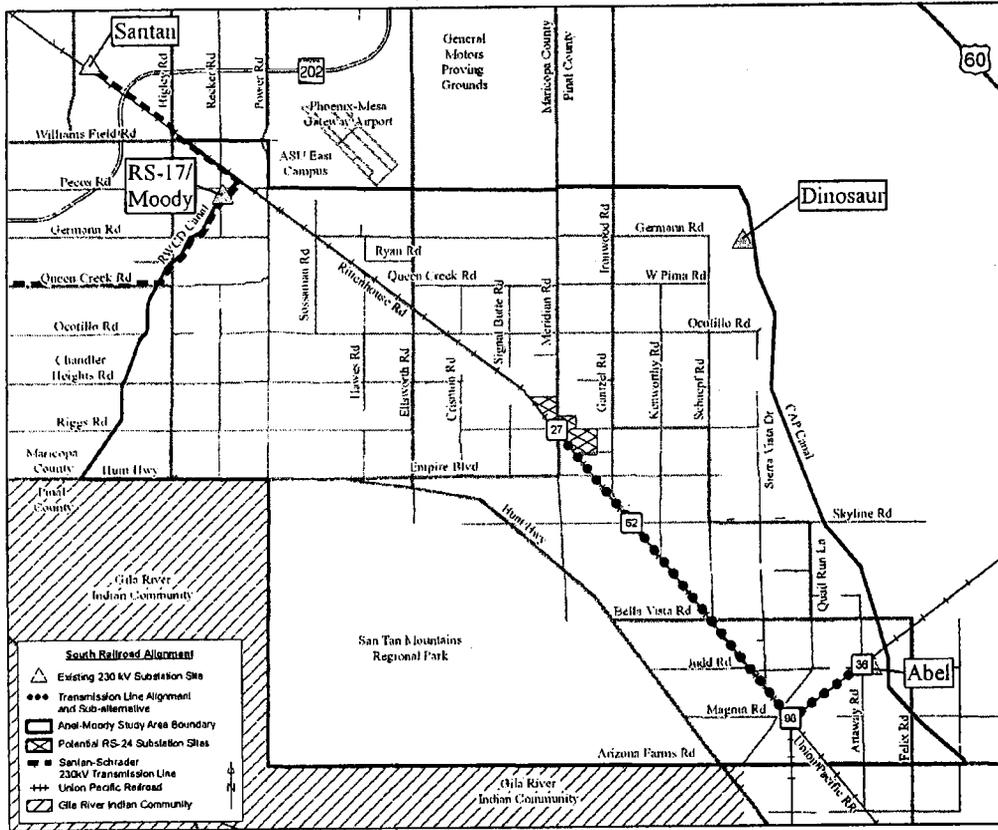
I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

Comments: N/A

South-Railroad Alignment

This alignment generally parallels the UPRR southeast to the intersection of the Magma Railroad. It then continues northeast along the Magma Railroad right-of-way to the Abel Substation site.



This is my preferred alignment

I would accept this alignment if my preferred alignment is not chosen

I oppose this alignment

Comments: N/A
