

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

3
4 IN THE MATTER OF THE APPLICATION
5 OF SALT RIVER PROJECT
6 AGRICULTURAL IMPROVEMENT AND
7 POWER DISTRICT, IN CONFORMANCE
8 WITH THE REQUIREMENTS OF
9 ARIZONA REVISED STATUTES,
10 SECTIONS 40-360, et seq., FOR A
11 CERTIFICATE OF ENVIRONMENTAL
12 COMPATIBILITY AUTHORIZING THE
13 SOUTHEAST POWER LINK PROJECT, A
14 DOUBLE-CIRCUIT 230KV
15 TRANSMISSION LINE ORIGINATING
16 FROM THE EXISTING SANTAN-
17 BROWNING 230KV LINE TO A NEW
18 SUBSTATION LOCATED EAST OF THE
19 LOOP 202/STATE ROUTE (SR)-24
20 INTERCHANGE AND TERMINATING
21 AT THE PERMITTED FUTURE ABEL-
22 PFISTER-BALL 230KV LINE WITHIN
23 THE CITY OF MESA, ARIZONA AND
24 TOWN OF QUEEN CREEK, ARIZONA IN
25 MARICOPA COUNTY.

Docket No. L-00000B-18-0265-00180

Case No. 180

**SUPPLEMENT TO APPLICATION
FOR A CERTIFICATE OF
ENVIRONMENTAL
COMPATIBILITY**

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16 On August 1, 2018 the Salt River Project Agricultural Improvement and Power
17 District (SRP) filed an Application for a Certificate of Environmental Compatibility for its
18 Southeast Power Link Project (Project).

19 By this filing the SRP narrows its application to delete the route option on the
20 northeast side of State Route 24 (SR-24), between points P5 and P6 on the Project map. In
21 this regard all references in the application, introduction and exhibits that reference an
22 option on the northeast side of SR-24 are withdrawn. These include the following
23 changes:

24 1. SRP replaces the section entitled Central Alignment on Page 13-14 of the
25 introduction with the following text:

1 **Central Alignment**

2 **SR-24 Proposed Alignment**

3 From the RS-31 Substation Siting Area, the Proposed Alignment travels southeast
4 along the south side of the future SR-24 to an intersection with Crismon Road (P5 –
5 P6). The Proposed Alignment length is 2.55 miles. This area of the Project is
6 impacted by current FAA surfaces, which will require the construction of poles at
7 heights as low as approximately 65 feet and with shorter spans. SRP has pending
8 with the FAA an application to modify airport procedures. If the application is
9 granted, SRP will construct at or near standard heights.

10 FAA requirements regarding radar interference may also require shorter poles, such
11 that on parts of the alignment the two circuits may be constructed on separate
12 structures.

13 2. In Section 4.2.2.3 of the application, the section entitled Central Alignment
14 is modified as follows:

15 **Central Alignment:**

16 **SR-24 Proposed Alignment** - P5 – P6 –2.55 miles.

17 3. In Section 4.2.4 of the application, the section entitled Central Alignment is
18 modified as follows:

19 **Central Alignment:**

20 **SR-24 Proposed Alignment** - P5 – P6 – \$13.7 million

21 4. In Section 4.2.5 of the application, the section entitled Central Alignment is
22 modified as follows:

23 **SR-24 Proposed Alignment**

24 From the RS-31 Substation Siting Area, the Proposed Alignment travels southeast
25 along the south side of the future SR-24 to an intersection with Crismon Road (P5 –
26 P6). The Proposed Alignment would cross Sections 21, 27, 28, and 34, within
27

Township 1 South, Range 7 East. The Proposed Alignment total length is 2.55 miles (south side of SR-24).

5. To the extent that other portions of the exhibits and application reference or depict an alignment on the north side of SR-24, these references and depictions are withdrawn. This includes Exhibits A, C, D, E, F, G, H, I, and J.

DATED this 3rd day of August, 2018.

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ORIGINAL and twenty-five (25) copies
of the foregoing filed this 3rd day of
August, 2018, with:

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COPY of the foregoing sent via email
this 3rd day of August, 2018, to:

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