



City Council Report

Date: August 27, 2018
To: City Council
From: Scott J. Butler, Deputy City Manager
Subject: Approving and Adopting a Resolution in Support of the Application of the Salt River Agricultural Improvement and Power District for a Certificate of Environmental Compatibility for the Southeast Power Link Project.

Purpose and Recommendation

The Salt River Agricultural Improvement and Power District (SRP) has filed an Application for a Certificate of Environmental Compatibility for the Southeast Power Link Project ("SPLP") with the Arizona Corporation Commission. The SPLP is a proposed double circuit 230 kilovolt (kV) transmission line of approximately seven miles, to be located in the area generally to the east of the Phoenix Mesa Gateway Airport and primarily within the City of Mesa, with a related 230/69kV substation to be located on the east side of the Loop 202.

Background and Discussion

The SPLP's proposed alignment consists of a Northern Routing Area originating at an interconnection point with the existing Santan-Browning 230kV substation and running along Loop 202. There is a proposed RS-31 Substation Siting Area on the eastern side of the Loop 202 and State Route 24 ("SR24"). The Central Routing Area where the line exits the RS-31 substation follows the SR-24 alignment. This segment of the proposed Line is of particular concern to the City and various stakeholders in the area, with a preference for the SPLP to run on the southwestern side of the State Route. Finally, the Southern Routing Area runs along Crismon Road and ends at the permitted but unbuilt Abel Pfister Ball 230kV transmission line in the Town of Queen Creek. A map is attached as Exhibit A.

In order to accommodate the SPLP, SRP has a pending application with the Federal Aviation Administration to change a Vertical Navigation ("VNAV") Procedure relating to aircraft in poor visibility conditions relying on instruments and the Final and Missed Approach segments of Airport Runway 30C. The request is based on alternative and equivalent procedures that are available to pilots in such conditions, and as a result the redesign of the Runway 30C VNAV Approach Procedure is expected to have little effect on operations at the Airport if modified. However, the modified Procedure will allow for construction of the SPLP using standard height singular tubular steel structures, with a 69kV underbuild.

If the FAA declines to amend the VNAV Procedures, or if the FAA identifies other issues in its evaluation of the SPLP as proposed (including, but not limited to, issues with Airport Surveillance Radar False Targets and Shielding), SRP can construct the SPLP with shorter concrete or wooden poles in an H-frame structure or alternatively two sets of single circuit structures, and otherwise enter a reimbursable agreement with the Airport to upgrade or raise the ASR system as needed to facilitate the construction of the SPLP on the southwest side of SR-24.

Given the City's significant interests in the roughly 32 square-miles anchored by the Phoenix Mesa Gateway Airport (the "Airport"), which is designated in the Mesa General Plan as the Mesa Gateway area, it is appropriate for the Council to memorialize the City's support for the SPLP. In particular, the Resolution addresses the City's support for an alignment on the southwest side of SR-24 in the Central Routing Area and that SRP address any issues associated with the proximity of the SPLP to the Phoenix-Mesa Gateway Airport.

Alternatives

Mesa could decide not to approve the Resolution, and to allow the process to continue without additional City input, or with alternative route alignment preferences. This is not recommended based on the City's participation in the stakeholder outreach process to date.

Fiscal Impact

There is no anticipated direct fiscal impact to the City.

Coordination

The Resolution has been coordinated with the City Attorney's Office.