

MINUTE ITEM

1

10/07/87
PRC 6205
PRC 6827
Gordon

APPROVAL OF ADDENDUM NO. 6 OF MASTER LEASE
PRC 6827 AND APPROVAL OF ADDENDUM NO. 13 OF
MASTER LEASE PRC 6205

Calendar Item 1, attached, was pulled from the agenda prior to
the meeting.

Attachment: Calendar Item 1.

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CALENDAR ITEM

A 26

01.

10/07/87
PRC 6205
PRC 6827
Gordon

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APPROVAL OF ADDENDUM NO. 6 OF
MASTER LEASE PRC 6827 AND
APPROVAL OF ADDENDUM NO. 13 OF
MASTER LEASE PRC 6205

APPLICANT:

Pacific Gas and Electric Company
Attn: Ernie Ralston
1401 Fulton Street
Fresno, California 93760

BACKGROUND:

At its April 25, 1985 meeting, the State Lands Commission approved the issuance of Master Lease PRC 6827 (Minute Item No. 4) to Pacific Gas and Electric Company for various electric transmission facilities, 60 KV and greater, throughout California.

At its August 26, 1982 meeting, the State Lands Commission approved the issuance of Master Lease PRC 6205 (Minute Item No. 19) to Pacific Gas and Electric Company for various electric transmission facilities, less than 60 KV, throughout California.

Each master lease provides that the lease may periodically be amended by a series of addenda for the purpose of adding to and deleting from the lease the parcels of land necessary for the distribution of electrical energy.

CURRENT SITUATION:

Lessee proposes to construct, operate, and maintain a 115 KV overhead electric transmission line approximately 54.8 miles in length. The purpose of the project is to connect four cogeneration plants located in San Joaquin County, with Lessee's Tesla Substation in eastern Alameda County.

CALENDAR ITEM NO. 01 (CONT'D)

TERMS OF MASTER LEASE PRC 6827:

Initial period: 30 years beginning May 1, 1985.

Renewal options: One successive period of 15 years.

Public liability insurance: Combined single limit coverage of \$2,000,000.

Current Consideration: \$12,100 per annum; five-year rent review.

TERMS OF MASTER LEASE PRC 6205:

Initial period: 30 years beginning September 1, 1982.

Renewal options: One successive period of 15 years.

Public liability insurance: Combined single limit coverage of \$2,000,000 or alternative acceptable to the State Lands Commission.

Current Consideration: \$5,900 per annum; five-year rent review.

STATUTORY AND OTHER REFERENCES:

- A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.
- B. Cal. Adm. Code: Title 2, Div. 3; Title 14, Div. 6.

AB 884:

N/A.

OTHER PERTINENT INFORMATION:

1. Exhibit "A-6" describes tide and submerged land which Lessee no longer utilizes. Lessee has advised staff all facilities have been previously removed from the site. The deletion of this parcel from Master Lease PRC 6827 is not a part of the project referenced herein.

The proposed project increases the capacity of Lessee's existing facilities to 115 KV at the crossing sites delineated in Exhibit "B-6", and Exhibit "C-6".

Exhibit "A-13" delineates tide and submerged land which is being deleted from Master Lease PRC 6205, but added to Master Lease PRC 6827 as Exhibit "C-6", because the project increases the capacity of the existing facilities to that which is greater than 60 KV.

This activity increases and decreases the annual rental of PRC 6827 and PRC 6205 by \$100, respectively.

2. Pursuant to the Commission's delegation of authority and the State CEQA Guidelines (14 Cal. Adm. Code 15025), the staff has prepared a Proposed Negative Declaration identified as EIR ND 419, State Clearinghouse No. 87072014. Such Proposed Negative Declaration was prepared and circulated for public review pursuant to the provisions of CEQA.

Based upon the Initial Study, the Proposed Negative Declaration, and the comments received in response thereto, there is no substantial evidence that the project will have a significant effect on the environment. (14 Cal. Adm. Code 15074)(b)

3. The Applicant agrees to ensure the implementation of the Mitigation Measures as described in the Negative Declaration. Each lease document will include the Mitigation Measures as a condition of the agreements.
4. This activity involves lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. but will not affect those significant lands.

EXHIBITS:

PRC 6827

- "A-6" Land Description.
- "B-6" Land Description.
- "C-6" Land Description.
- "D-6" Location Map.

CALENDAR ITEM NO. 01 (CONT'D)

PRC 6205

"A-13" Land Description.
"B-13" Location Map.

PRC 6827 and PRC 6205

ENVIRONMENTAL DOCUMENTATION

"E" Proposed Negative Declaration

IT IS RECOMMENDED THAT THE COMMISSION:

1. CERTIFY THAT A NEGATIVE DECLARATION, EIR ND 419, STATE CLEARINGHOUSE NO. 87072014, WAS PREPARED FOR THIS PROJECT PURSUANT TO THE PROVISIONS OF THE CEQA AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.
2. DETERMINE THAT THE PROJECT, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
3. FIND THAT THIS ACTIVITY WILL INVOLVE LANDS IDENTIFIED AS POSSESSING SIGNIFICANT ENVIRONMENTAL VALUES PURSUANT TO P.R.C. 5370, ET SEQ., BUT THAT SUCH ACTIVITY WILL HAVE NO DIRECT OR INDIRECT EFFECT ON SUCH LANDS.
4. AUTHORIZE ISSUANCE TO PACIFIC GAS AND ELECTRIC COMPANY OF ADDENDUM NO. 6 TO MASTER LEASE PRC 6827, EFFECTIVE OCTOBER 7, 1987, IN THE FORM ON FILE IN THE PRINCIPLE OFFICE OF THE STATE LANDS COMMISSION WHICH DELETES FROM SAID LEASE THE LAND DESCRIBED IN EXHIBIT "A-6" ATTACHED AND BY REFERENCE MADE A PART HEREOF; AND WHICH ADDS TO SAID LEASE THE LANDS DELINEATED IN EXHIBITS "B-6" AND "C-6" ATTACHED AND BY REFERENCE MADE A PART HEREOF, IN CONSIDERATION OF ANNUAL RENT IN THE AMOUNT OF \$12,100. ALL OTHER TERMS AND CONDITIONS OF LEASE PRC 6827, SHALL REMAIN IN FULL FORCE AND EFFECT.
5. AUTHORIZE ISSUANCE TO PACIFIC GAS AND ELECTRIC COMPANY OF ADDENDUM NO. 13 TO MASTER LEASE PRC 6205, EFFECTIVE OCTOBER 7, 1987, IN THE FORM ON FILE IN THE PRINCIPLE OFFICE OF THE STATE LANDS COMMISSION WHICH DELETES FROM SAID LEASE THE LAND DELINEATED IN EXHIBIT "A-13" ATTACHED AND BY REFERENCE MADE A PART HEREOF, IN CONSIDERATION OF ANNUAL RENT IN THE AMOUNT OF \$5,900. ALL OTHER TERMS AND CONDITIONS OF LEASE PRC 6205 SHALL REMAIN IN FULL FORCE AND EFFECT.

EXHIBIT "A-6"

LAND DESCRIPTION

PEC 6827.1
PEC 1462.1

A parcel of tide and submerged land in San Joaquin County, California, described as follows:

A strip of land of the uniform width of 100 feet and length of 270 feet extending entirely across the San Joaquin River between the lines of ordinary high water and lying equally on each side of a line which extends N 44° 39 1/2' E through a point from which an iron monument marking the northeast corner of the northwest quarter of the northeast quarter of Section 23, T2S, R6E, MDM bears the following courses and distances; N 57° 46' E, 874.4 feet; thence N 89° 38' E, 3.641 feet; thence S 88° 56' E, 322.3 feet; thence N 89° 17' E, 3.9 feet; thence N 0° 43' W, 5.0 feet.

END OF DESCRIPTION

REVIEWED JULY 16, 1987, BY BIU I.

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L-8.

(T. 2 S. R. 6 E. M. D. B. & M.)

N.E. 1/4 OF N.W. 1/4 OF SEC. 22

S. 89° 09' 54" W. S. 0° 55' 17" E.

TIE N. 10° 22' 54" W. - 13,248.33 TO USC & GS. STA. MOSS - 2 (1958) N 489,845.00 E 1,768,812.69 STATE COORD. ZONE III

RAYMOND & SACHIKO MIZUNO

4 3/4 MILE TO MOSSDALE BRIDGE SAN JOAQUIN RIVER

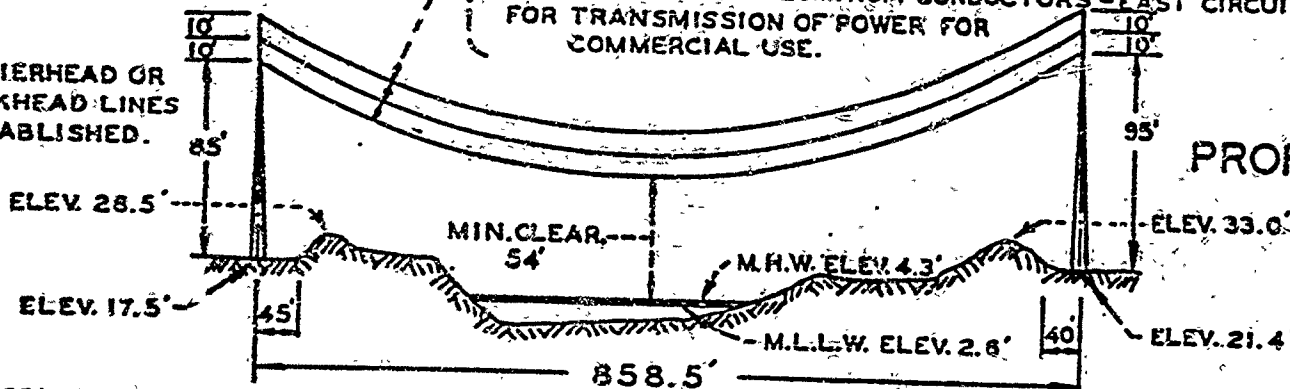
EXISTING CONDUCTORS, STEEL MASTS & GUY'S TO BE REMOVED.

RAYMOND & SACHIKO MIZUNO

PLAN

3 - 115 KV. 1113 KCM ALUMINUM CONDUCTORS - WEST CIRCUIT (BUNDLED - 2 CONDUCTORS PER PHASE)
3 - 60 KV. 715.5 KCM ALUMINUM CONDUCTORS - EAST CIRCUIT FOR TRANSMISSION OF POWER FOR COMMERCIAL USE.

NO PIERHEAD OR BULKHEAD LINES ESTABLISHED.



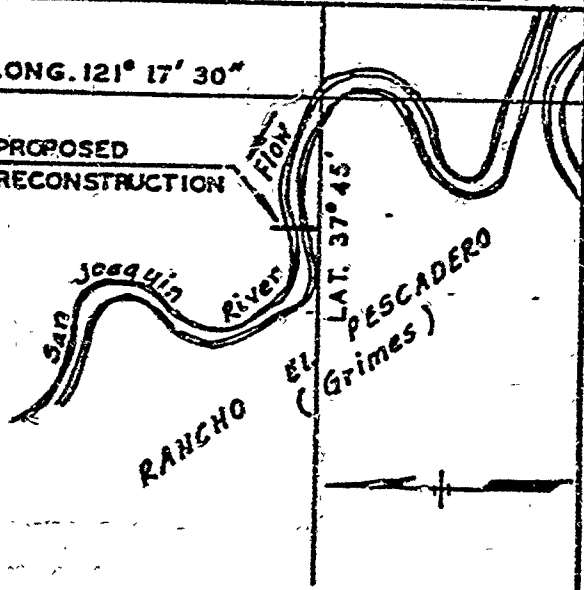
PROFILE

CROSSING NOT WITHIN CORPORATE LIMITS OF ANY MUNICIPALITY.

VICINITY MAP TAKEN FROM U.S.G.S. LATHROP QUAD. 1 MILE

LONG. 121° 17' 30"

PROPOSED RECONSTRUCTION



PROPOSED RECONSTRUCTION OVERHEAD WIRE CROSSING OVER SAN JOAQUIN RIVER 4 3/4 MILES S. OF MOSSDALE BRIDGE SAN JOAQUIN COUNTY CALIFORNIA

APPLICATION BY

PACIFIC GAS AND ELECTRIC COMPANY

HORIZONTAL SCALE: 1" = 200'

200' 100' 0 200' 400' FT.

VERTICAL SCALE: 1" = 80'

80' 40' 0 80' 160' FT.

N.G.V. DATUM OF 1929

JUNE 10, 1981

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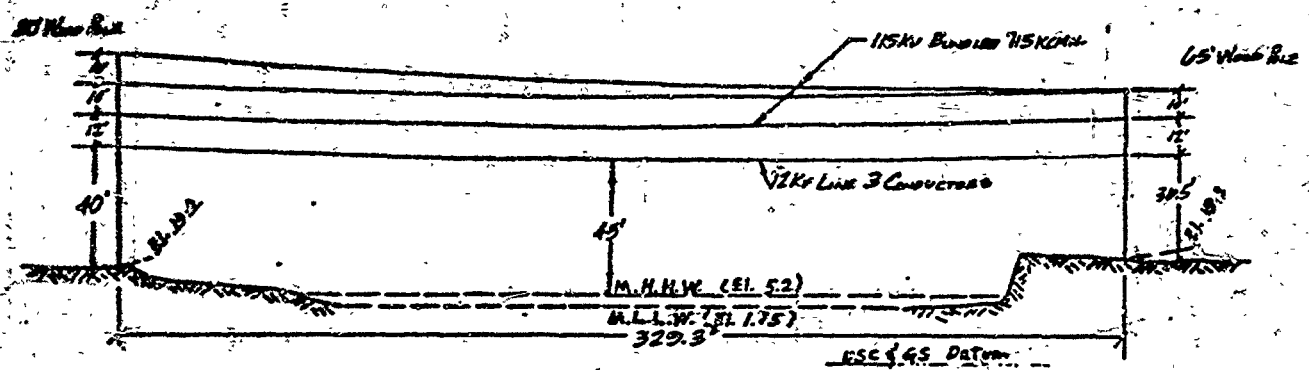
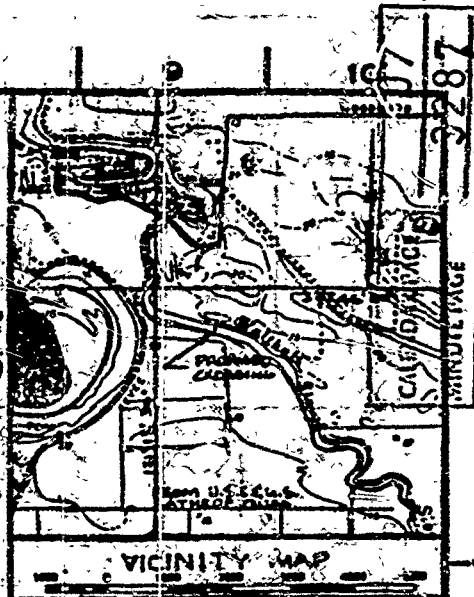
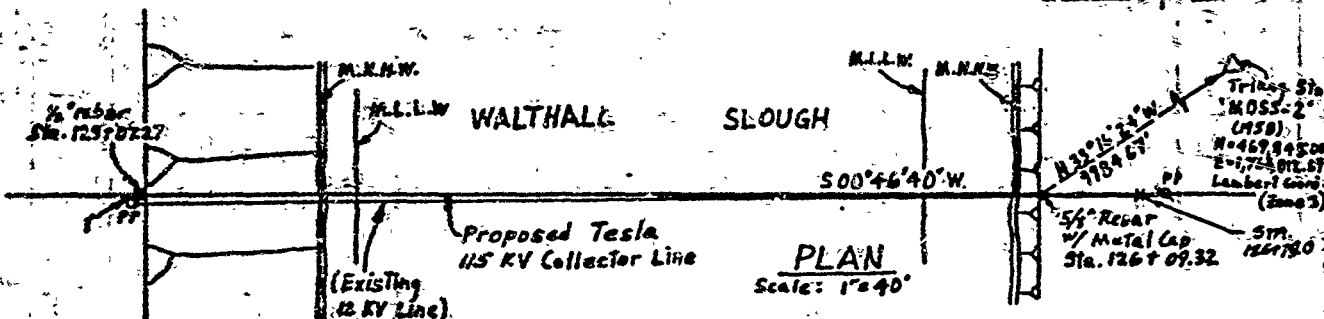
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EXHIBIT "B-6" LAND DESCRIPTION

PRC 6827.1

T25. R. 6E. M.D. 64M.
SEC. 15 (Proposed)



NOTE: Refer to SLC
Lease No. PRC 62061
& PRC 60571
LD-2202-06-0014
MA-0275

RECLAMATION DISTRICT
NO 2094

PROFILE
Scale: Hor. 1"=40'
Ver. 1"=40'

CREEDAN & D'ANGELO
CONSULTING ENGINEERS

MICROFILM	
BILL OF MATERIALS	
DWG LIST	
SUPSDS	
SUPSD BY	
SHEET NO.	SHEETS
A-4516	REV.

**PROPOSED TESLA
115 KV COLLECTOR LINE
CROSSING OVER WALTHALL SLOUGH
1.4 MILES ± SW OF MANTEGA**
SAN JOAQUIN COUNTY, CALIFORNIA
PACIFIC GAS AND ELECTRIC COMPANY
SAN FRANCISCO, CALIFORNIA

NO.	DATE	DESCRIPTION	BY	CHKD.	DATE	APPR.	APPROVED BY

EXHIBIT "C-6"
LAND DESCRIPTION

PRC 6827-1

3287

NOV 1964

SGH
0-0039

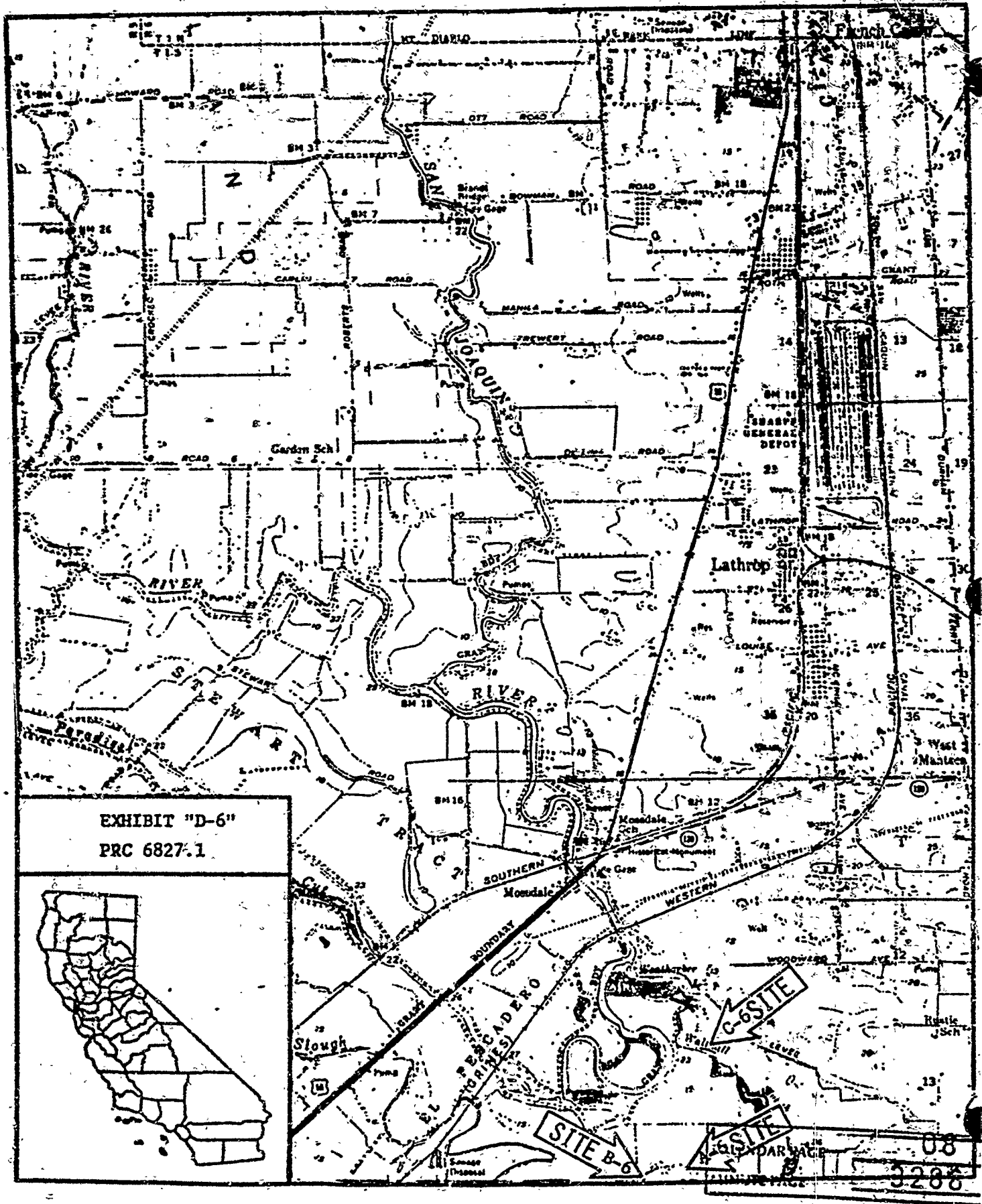


EXHIBIT "D-6"
 PRC 6827.1



C-6 SITE

SITE B-6

SITE C-6

08

3200

T2S, R.6E, M. DB&M

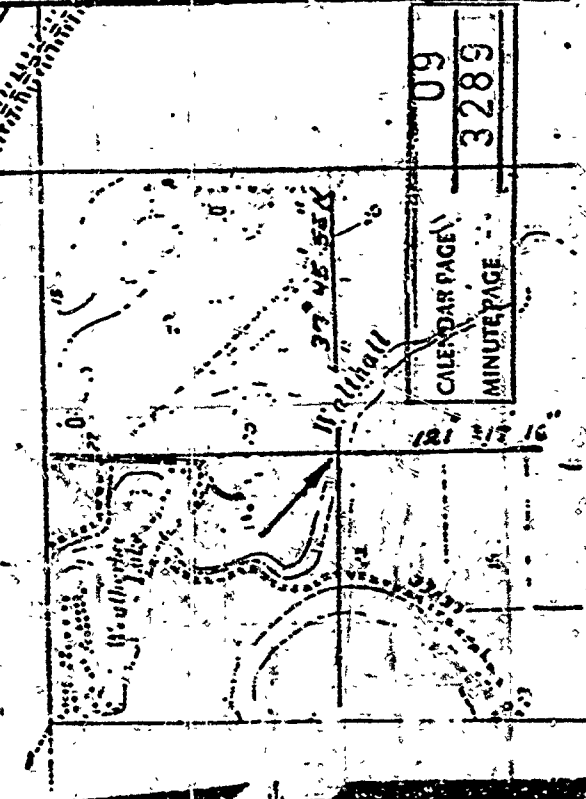
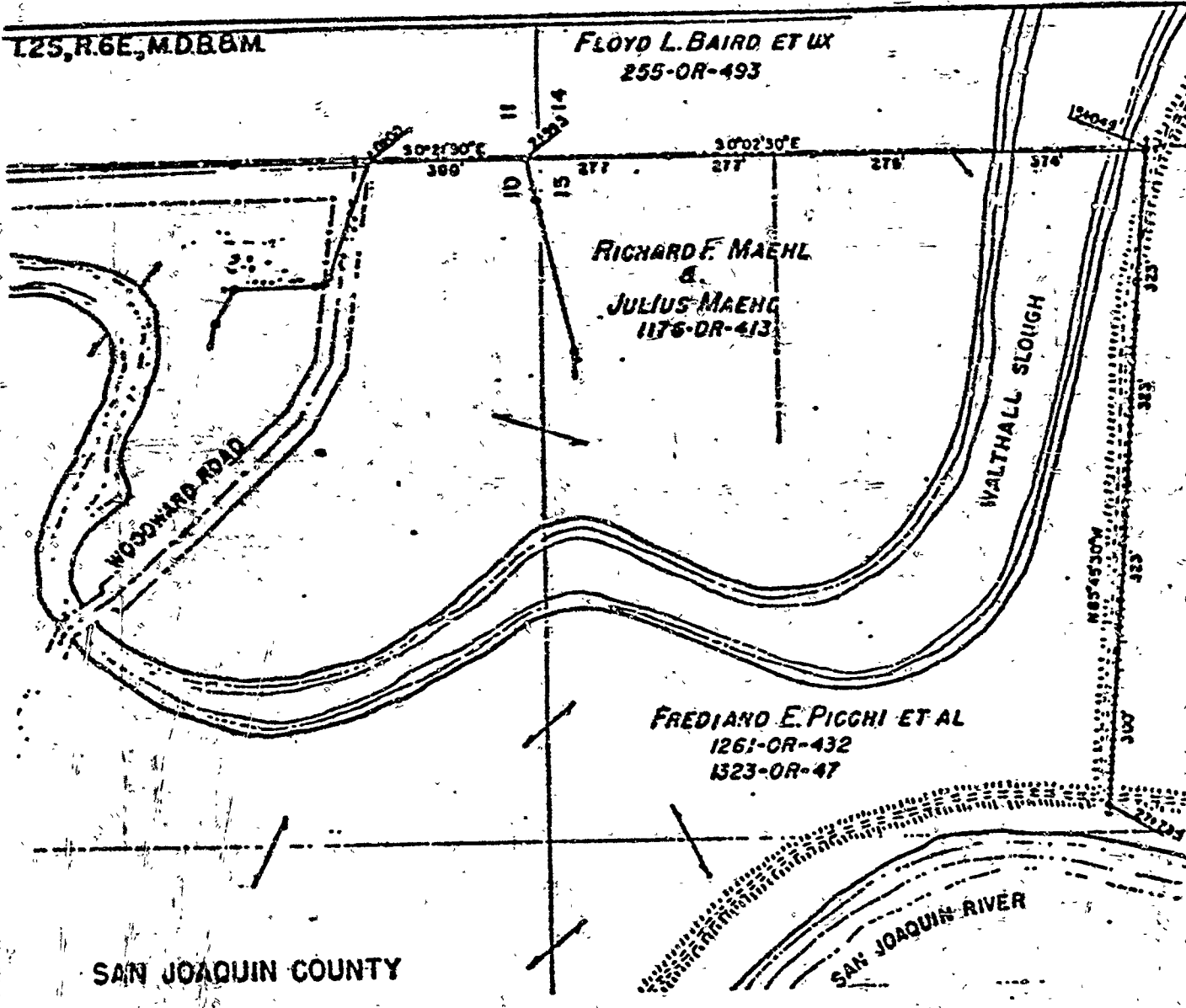
FLOYD L. BAIRD ET UX
255-OR-493

RICHARD F. MAEHL
&
JULIUS MAENG
1176-OR-413

FREDIANO E. PICCHI ET AL
1261-OR-432
1323-OR-47

SAN JOAQUIN COUNTY

EXHIBIT "A-13"
LAND DESCRIPTION



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APPROVED
BY

POLE LINE EXTENSION
TO SERVE E & R PICCHI

PACIFIC GAS AND ELECTRIC CO
SAN FRANCISCO, CALIFORNIA

PRC 6205.1

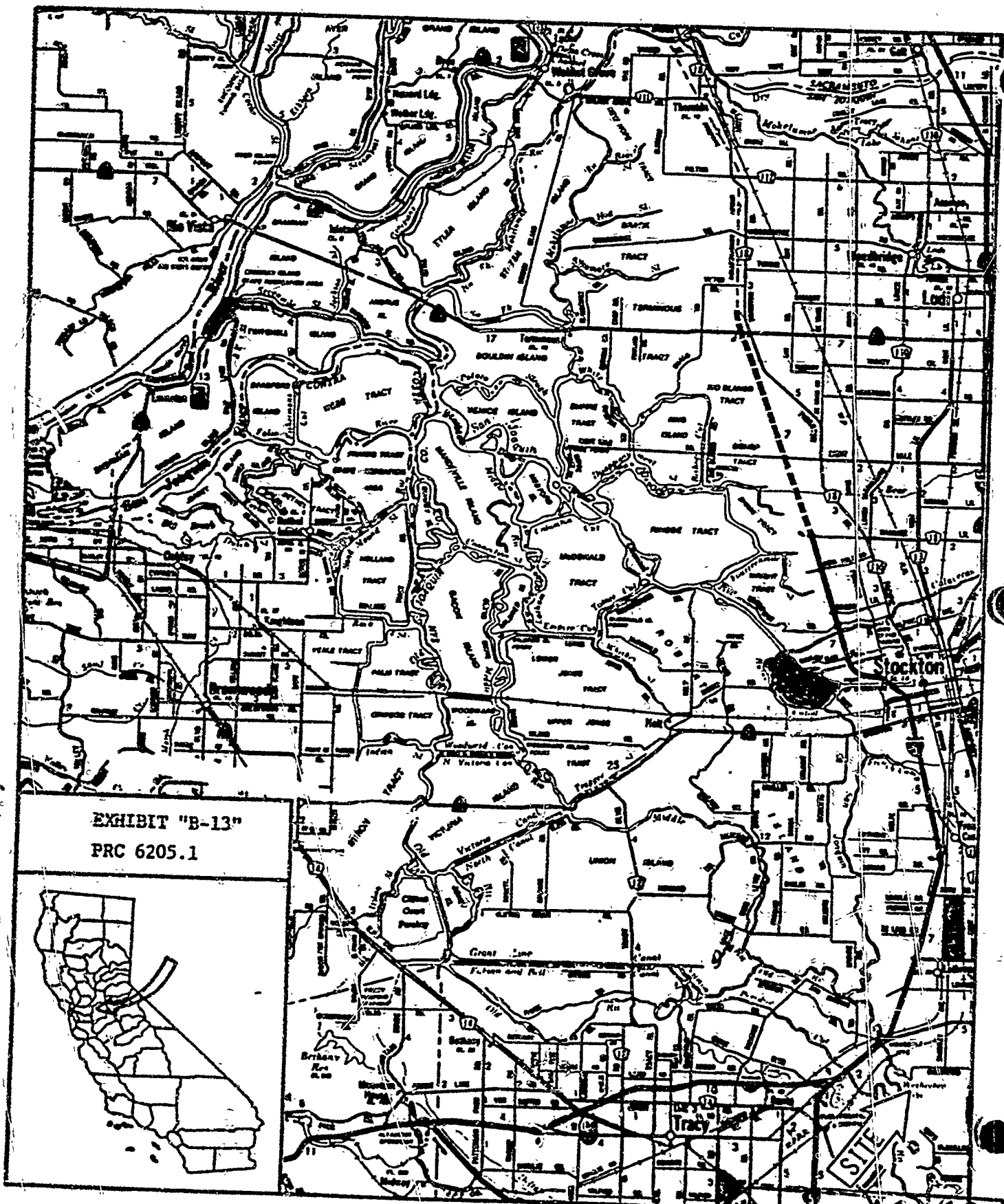


EXHIBIT "B-13"
 PRC 6205.1



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STATE OF CALIFORNIA STATE LANDS COMMISSION

STATE LANDS COMMISSION
1807 13TH STREET
SACRAMENTO, CALIFORNIA 95814PROPOSED NEGATIVE DECLARATION

EIR NO 419

File Ref.: PRC 6205
PRC 6827

SCH#: 8707 2014

Project Title: TESLA COLLECTOR 115KV ELECTRIC TRANSMISSION LINE

Project Proponent: Pacific Gas and Electric Company

Project Location: A linear project from Stockton to the Tesla substation southwesterly of Tracy, San Joaquin and Alameda Counties.

Project Description: Construction, operation, and maintenance of a 115kv overhead electric transmission line approximately 54.8 miles in length.

Contact Person: TED T. FUKUSHIMA

Telephone: (916)322-7813

This document is prepared pursuant to the requirements of the California Environmental Quality Act (Section 21000 et seq., Public Resources Code), the State CEQA Guidelines (Section 15000 et seq., Title 14, California Administrative Code), and the State Lands Commission regulations (Section 2901 et seq., Title 2, California Administrative Code).

Based upon the attached Initial Study, it has been found that:

the project will not have a significant effect on the environment.

mitigation measures included in the project will avoid potentially significant effects.

EXHIBIT "E"

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MITIGATION MEASURE

In order to avoid potential safety hazards posed by the power poles, the project will require the placement of guard railing along Harlan Road.

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United States Department of the Interior

WASHINGTON, D.C. 20540
BUREAU OF LAND MANAGEMENT
2500 Cottage Way, Room 5-1003
Sacramento, California 95825

August 27, 1987

Mr. Ted T. Puchalina
Division of Research and Planning
State Lands Commission
1907 13th Street
Sacramento, California 95811

Subject: Review of Proposed Negative Declaration for Teles Collector
115 KV Transmission Line, Alameda and San Joaquin Counties,
California

Dear Mr. Puchalina:

Thank you for your satisfaction of July 28, 1987 requesting the Fish and Wildlife Service's (Service) review and comments on the Negative Declaration proposed for the Teles Collector 115 KV electric transmission line. We understand that the Pacific Gas and Electric Company proposes to construct, operate, and maintain a 115 KV overhead transmission line approximately 5.8 miles in length. It is our opinion that a negative declaration is not warranted for a project of this magnitude. The Service believes that further environmental documentation should be required to adequately assess the project's potential adverse impacts on fish and wildlife resources. We offer the following comments for your consideration.

Incidental to Endangered Species

The Service's endangered species staff has advised us that, to the best of their knowledge, the San Joaquin kit fox (*Lepus snyderi* Elliot), a federally listed endangered species occurs in the project area. A survey along the proposed transmission corridor is recommended for this species.

We have also advised that numerous candidate species may occur along the transmission right-of-way, and therefore could be affected by facilities siting, road improvements or other work. Candidate species are not protected by the Endangered Species Act, but we urge their consideration as they could be listed as endangered or threatened during later stages of the project. Any assessment for the project should consider the following candidate species:

1. Since the project is primarily within areas of extensive disturbance created by the existing land uses along the alignment, the project's potential adverse impacts on fish and wildlife resources should be minimal. Therefore, we believe that a Negative Declaration is the appropriate document.
2. During the permit processing for the crossing of the Delta-Nevada Canal, Mr. Rick Breitbach of the U.S. Bureau of Reclamation conducted a literature search of the alignment and determined that only one segment of the line west of I-509 was potential kitfox habitat. No other threatened or endangered animal or plant habitat was present along the alignment. At the request of Mr. Breitbach, PGLC consulted with Mr. Bob Hayes of the California Department of Fish and Game for suggestions and concurrence on a kitfox survey for this segment of the line. A survey was conducted and two potential kitfox dens were found. Due to a design change, the potential den near the substation will not be in the area where the proposed line enters the substation. No protection measures are required. Although a pole position was located near the other potential den, it was determined that impact to this potential den could be avoided by adjusting the pole location and applying certain construction restrictions. The report was subsequently transmitted to the Bureau of Reclamation and the Department of Fish and Game. A copy is available upon request.
3. Although the alignment crosses the San Joaquin River and several of its tributaries, no work will be done in the water. Further, since no riparian habitat will be disturbed, the California Department of Fish and Game has indicated that no permits are required from that agency.
4. The alignment does not cross through any migratory waterfowl habitat so no impact is anticipated. We are not aware of any waterfowl collisions with the existing transmission line crossing. Since both lines will be combined on the same towers, no adverse impacts to waterfowl are expected.
5. Ground disturbing activities will be confined to the area around each pole. With the majority of the alignment crossing active agricultural areas or along county roads, the construction is not expected to result in the loss of wildlife habitat. West of I-509, a temporary loss of annual grass cover resulting from construction activity will not be evident following germination of these annual species in the spring. Due to the required phase separation on 60kv and above electric transmission lines, PGLC electric transmission lines meet the Raptor Protection design criteria. The publication cited suggests that the minimum phase separation should be 60 inches for this 115kv line, minimum phase separation will be 72 inches.
6. Based upon the above, we believe that a Negative Declaration is the appropriate document for the project.

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- California tiger salamander, *Ambystoma tigrinum californianum* (2)
- Sierra cuter, dwarf chihuahua var. *lepus* (2)
- Sierra shrew, *Blarina brevicauda* (2)
- Caper-fruited troscarpus, *Tropiscarpus subulnifolius* (2)
- California blue oak, *Quercus californicus* (2)
- White oak-like oak, *Quercus laevis* (1)
- Wagon wheel cactus, *Cylindropuntia cholla* (2)

(1) Category 1: Taxa for which the Fish and Wildlife Service has sufficient biological information to support a proposal to list as endangered or threatened.

(2) Category 2: Taxa for which existing information may warrant listing, but for which substantial biological information to support a proposed rule is lacking.

35- during the course of environmental studies (studies that would normally be part of any detailed investigation to assess the impacts of the proposed project on fish and wildlife resources) it is determined that the San Joaquin kit fox are present and likely to be affected by the transmission line project, and if a Federal agency is involved with permitting or funding the work, then formal consultation with our endangered species staff must be initiated pursuant to Section 7 of the Endangered Species Act to determine if the contemplated actions would jeopardize the continued existence of this species, or adversely modify critical habitat of such species. However, if a Federal agency is not involved in the permitting or funding of the project, endangered species are protected from taking by Section 9 of the Endangered Species Act. Please contact Jack Williams at (916) 978-4860 for further information regarding endangered species and the project proponent's responsibilities under the Endangered Species Act. The project area should not be disturbed until consultation is completed.

Elk Creek Watershed

The proposed transmission project will cross the San Joaquin River and several of its tributary creeks. Chubbuck Gulch (CHUBBUCK GULCH), Steelhead trout (*Salmo gairdneri*) and other anadromous fish utilize the San Joaquin River. Habitat for chubbuck salmon and steelhead trout resources is of high value and has been dramatically reduced in California. Consequently, the Service's attention goes to insure that there is no net loss of in-kind habitat value in the San Joaquin River. Project mitigation measures should be developed to compensate for impacts that cannot be avoided.

If you have not already done so, we recommend that you contact the California Department of Fish and Game for further consultation regarding potential project impacts on resident fisheries in the area. If potential

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Impacts identified adequate provision should be made for the protection of aquatic resources at present levels of population and productivity.

Wildlife Mitigation Habitat

The impacts, if any, of project construction and operation on migratory waterfowl and their habitats should be evaluated. Mitigation plans for wildlife project impacts on waterfowl nesting, feeding and nesting habitat should be developed. In general, waterfowl habitat is of high value and is becoming scarce throughout the state. The Service's mitigation goal is to assure that there is no net loss of in-kind habitat value.

The magnitude of the waterfowl collision problem at the existing transmission line and the possible adverse impacts to waterfowl of constructing another transmission line should be investigated. Locations where the potential for significant waterfowl collision exist, site-specific mitigation measures to reduce this hazard to waterfowl and other birds should be developed and implemented. We recommend that, depending on the magnitude of the waterfowl collision problem, the transmission line and towers be designed to avoid the necessity of guy wires and static wires.

Wildlife Habitat

The wildlife habitat lost as a result of ground-disturbing activities should be quantified. Appropriate compensation measures should be proposed for loss of wildlife habitat. In general, wildlife habitat for resident species is of high to medium value and is relatively abundant. Our mitigation goal is to assure no net loss of habitat value while minimizing loss of in-kind habitat value.

Transmission lines should be designed to prevent electrocution of perching birds, particularly hawks and eagles. Guidance for proper design of the transmission lines may be found in the following publication:

Glendon G. Miller, A.D., and Lehman, R.H. 1981. **Electrocution Practices for Raptor Electrocution on Extra-High Voltage of 110 kV and 138 kV**. Raptor Research Foundation, University of Minnesota. 311 pp.

In general, the project proponent should assure that the damage to fish and wildlife resources and their habitats, particularly wetlands and riparian vegetation, is avoided or minimized. Decisions which would result in adverse impacts to fish and wildlife resources while conducting the environmental studies should be avoided. A compensation plan should be developed for adverse impacts to fish and wildlife resources resulting from project construction and operation.

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SUMMARY

The Council of Environmental Quality regulations for implementing the National Environmental Policy Act defines mitigation to include: (1) avoiding the impacts; (2) minimizing the impacts; (3) rectifying the impacts; (4) reducing or eliminating the impacts over time; and (5) compensating for the impacts. The Service supports and accepts this definition and considers the specific elements listed above to represent the desirable sequence of steps in the mitigation planning process. Accordingly, we maintain that the best way to mitigate for adverse biological impacts is to avoid them entirely.

Please be advised that this letter does not constitute a letter of formal consultation. As yet we have insufficient information regarding this project to allow us to fully understand its potential impacts on fish and wildlife resources. However, based on the potential of this proposed project for significant adverse impacts on fish and wildlife resources, the Service believes a negative declaration is not appropriate and that further environmental documentation should be required.

Thank you for the opportunity to respond regarding the proposed negative declaration for the proposed Tesla Collector 115 KV electric transmission line. I hope these comments will be of assistance to you. Should you have any questions concerning these comments please contact Roger Gujaag of my staff at (415) 875-4812.

Sincerely,

John A. Carey
John A. Carey
Field Supervisor

Mr. Rec. Dir., DMF, POC, Portland, OR
Mr. Rec. Dir., Sacramento, CA (Case No. 3-3-84-SP-580)
Environmental Protection Agency, San Francisco
National Marine Fisheries Service, Santa Rosa
Mr. Rec. Dir., Sacramento
Mr. Rec. Dir., Environmental Services Branch, Sacramento (Dick Basile)
Mr. Rec. Dir., DMF, Rec. Dir., Yountville
California Public Utilities Commission, Sacramento

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CALIFORNIA ENERGY COMMISSION

1500 Market Street
Sacramento, CA 95834

August 26, 1987

Mr. Ted Fukushima
State Lands Commission
1307 - 13th Street
Sacramento, CA 95814

Dear Mr. Fukushima:

The California Energy Commission (CEC) staff appreciates the opportunity to comment on the Proposed Negative Declaration and Project Description (Attachment A) for the Tesla Collector 115KV Electric Transmission Line. The CEC staff evaluated these documents in terms of the project's potential for impacts to socioeconomic, transportation, land use, visual, cultural, and biological resources, and submits the following comments for your consideration.

Regarding socioeconomic resources (i.e., population, housing, public services, and utilities), the project possesses the potential for significant impacts. For example, issues such as the number of workers involved in the transmission line construction, where they will reside during construction, and the proposed construction schedule should be addressed.

As to the potential for transportation facilities impacts, Attachment A's information is inadequate to prepare an evaluation. The numbers, types, and sizes of equipment which will be required for transmission line construction should be specified. In addition, the roadways to be used for transporting equipment, materials, and the workforce need to be identified. Consideration should be given as well to the effect that use of roadways by project-related vehicles will have on the incidence of roadway repairs, traffic volumes, levels of service, traffic circulation patterns, need for detours or closures, and pedestrian and other non-motorized traffic.

With respect to land use and visual resources, information in Attachment A indicates that the project may have significant environmental effects. Specifically, the route is described as crossing orchards and row crops, land uses which can be adversely affected both directly by interfering with cropping operations and indirectly by interfering with aerial applications. The lack of data on residential and recreational land uses along the route precludes a determination as to the potential for impacts to such

RESPONSE

1. The work force utilized in the construction of the line consists of three line construction crews of ten workers each. Each crew reports to its temporary construction base at Simpson Paper in Ripon, Liberty Davis Ford Plant in Lathrop, and to the Tesla Substation in eastern Alameda County. These locations relate to the three distinct legs of the transmission line. The workers live in the San Joaquin County area and commute to their work base each day, then drive the construction equipment to the actual work site. As you are aware, the construction has begun and is scheduled to be completed by early December, 1987.
 2. In the construction of a linear facility such as this, construction is occurring at dispersed locations which may vary on a daily basis. Consequently, there are not impacts to roadways or circulation that may be found in a construction project focused at a specific location. Where the line is to be built along the shoulder of existing roads, the construction activity may require the partial blocking of one of the travel lanes. In these cases, the work area is signed to typical highway construction standards utilized by PG&E on a daily basis throughout its service territory. This includes the standard orange "road work ahead" signs and other warning signing as required. Flares are used where the traffic volume warrants to protect the workers and motorists. No road closures or detours are required during the daily "g to 5" work period. Construction equipment consists of the standard line trucks, pole dollies for transporting the wood poles, trailers for the conductor spools, hole diggers/awyers and cranes to place some of the larger poles required at several locations along the line.
 3. The routing of the line in the proposed alignment minimized the impact to the existing agricultural operations in the area. Following existing farm roads along section and quarter section lines, the impact to row crop cultivation and orchard operations was minimized. Working closely with the property owners, adjustments were made in alignment and pole placement to accommodate their farming operations. In the few cases where such line adjustments were not possible, payments for right of way compensated for the adverse affect.
- There are no recreation areas located along the alignment.
- Residential frontage along the route accounts for only 3.1 miles (50%) of the total 54.8 mile length. Of this, 50% (2.1 miles) of the construction along the residential frontage is "overbuilding" existing distribution lines. The remaining 32% (1 mile) is along Marlan Road where the poles will be placed across the street from the residential frontage, adjacent to the fencing along I-5.

4. In regards to the visual quality of the area, aside from the scenic occupation of I-580, we do not believe that the alignment crosses through any high visual quality or visually unique areas.

5. Because of the extensive disturbance created by the existing land uses along the alignment, no cultural resource surveys were conducted. Since no new roads are required for construction access, the only surface disturbance associated with construction is at the actual pole locations. A standing policy of PG&E when constructing on private property or along county roads is to immediately stop work if cultural resources are discovered during surveying for the poles. PG&E archeologists are consulted and work is not resumed until all clearances are received.

During permit processing for the crossing of the Delta-Nevada Canal, Mr. Rick Braitenbach of the U.S. Bureau of Reclamation conducted a literature search of

State Lands Commission
August 26, 1987

RESPONSE (continued)

The project description also mentions that the route crosses Interstate Highway 580 which is designated as a scenic highway in this area. The fact that the scenic designation does not require mitigation for electric transmission lines over 34 kilovolts neither forecloses the potential for significant visual impacts nor lessens the need for mitigation of such impacts. Additionally, the lack of information provided regarding the area's visual quality precludes a determination as to the potential for other visual impacts along the route.

Attachment A contains no information on the cultural or biological resources along the route, so staff could not determine the potential impacts to such resources. Information also is lacking on potential impacts from access roads, lay down areas, and pulling sites. Transmission lines can cause significant impacts to cultural and biological resources. The potential for impacts is of particular concern along segments of new line. Resource surveys and literature searches are necessary to determine the potential for impacts.

In conclusion, staff's review indicates that there are a number of issue areas in which the project may cause significant environmental impacts. These issues need to be considered or addressed more thoroughly. Also, staff notes that portions of the transmission line are already under construction even though the environmental documentation has not been completed. Given these factors, the CEC staff recommends that a Draft Environmental Impact Report be prepared for this project before further construction occurs.

If you have questions or would like clarification on the CEC staff comments, please contact Sharron Taylor of my staff at (916) 324-3232.

Sincerely,

Robert L. Hausler
Robert L. Therkelsen, Chief
Siting and Environmental Division

the alignment and determined that only the segment of the line west of I-580 was potential kit fox habitat. No other threatened or endangered animal or plant was present along the alignment. At the request of Mr. Breitenbach, Mr. Bob Hapes of the California Department of Fish and Game was consulted for suggestions and concurrence on a kit fox survey for this segment of the line. A survey was conducted and two potential kit fox dens were found. Due to a design change, the potential den near the substation will be avoided. Although a pole position was located near the other potential den, it was determined that impact to this potential den could be avoided adjusting the pole location and applying certain construction restrictions.

6. Based upon the above, it is our determination that the Negative Declaration is the appropriate document for this project.

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Air Products and Chemicals, Inc.
Box 200
Commerce, CA 95010
Telephone (916) 481-4000
Telex 802116

AIR PRODUCTS

RESPONSE

Comments noted.

August 28, 1987

VIA HAND DELIVERY

Mr. Ted T. Fukushima
Division of Research and Planning
State Lands Commission
1807 13th Street
Sacramento, CA 95814

Re: Negative Declaration - Tesla Collector
115KV Electric Transmission Line (PGandE)

Dear Mr. Fukushima:

Air Products and Chemicals, Inc., one of four cogeneration projects that will utilize the above-referenced line, submits these comments in response to the Negative Declaration prepared by the State Lands Commission pursuant to the California Environmental Quality Act ("CEQA"). Air Products, as explained below, believes that the Commission's Negative Declaration fully conforms with CEQA's requirements and accordingly requests that the Commission finalize its Negative Declaration, approve the river crossing permit sought by PGandE, and publish its Notice of Determination reflecting that approval as expeditiously as possible.

We understand that PGandE will file comments on Monday in support of the Negative Declaration, which will include technical data confirming the accuracy of the Commission's findings that the project will not have significant effects. PGandE's actions to prevent any such effects are summarized below.

PGandE began construction of the transmission line in May 1987, after designing and locating it in accordance with the applicable practices and policies of the California Public Utilities Commission ("CPUC") and obtaining all permits which, based on PGandE's lengthy experience, were required. Subsequently, the County of San Joaquin determined that an

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Mr. Ted T. Fukushima
State Lands Commission
August 20, 1987
Page 2

Encroachment Permit also was necessary; PGandE therefore obtained that permit and complied with all conditions set forth therein. In addition, at the request of a legislator and some local citizens, the CPUC staff reviewed PGandE's actions in locating the line and concluded in its draft report that accepted good practices were observed. The report also suggested a few additional measures which, while not essential for adequate mitigation of any potential safety effects, might be taken to reinforce the measures already carried out by PGandE. Air Products & Chemicals, Inc. has committed resources to implement some of those additional measures (including the installation of curbing and reflectors along a 1.4 mile section of the project referenced in the CPUC staff report).

We emphasize that, given the nature of the project and the unusually rigorous mitigation measures that we have committed to implement, the Commission has correctly refrained from making any "mandatory finding of significance" (items U.1 through U.4). The measures to be taken effectively negate the possibility for "cumulatively considerable" effects or adverse effects on human beings. It should be noted, in fact, that the regeneration projects served by the line will generate positive benefits for the County's population, in the form of additional jobs for residents, substantially increased tax revenues for the County, and funds expended in local municipalities for necessary goods and services.

For the foregoing reasons, Air Products supports the Commission's Negative Declaration and believes that it fully complies with CEQA. If you have any questions or would like further information, please do not hesitate to call.

Very truly yours,

Carl Cramer / T.E.

Carl Cramer
Manager of Real Estate



Simpson

Simpson Paper Company
Rochester, N.Y. 14609
Simpson Paper Company
Rochester, N.Y. 14609

August 27, 1989

Mr. Tom I. Fubushina
California State Lands Commission
1807 19th Street
Sacramento, California 95814

Dear Mr. Fubushina:

We understand that the State Lands Commission has issued a proposed negative declaration for the Tesla Collector 115KV Electric Transmission Line being constructed by the Pacific Gas and Electric Company to connect four cogeneration plants in San Joaquin County with PG&E's Tesla Substation in eastern Alameda County. We believe this is proper. We are, however, concerned by attempts to question this decision.

As one of the four cogeneration projects to be served by this line we feel that we should comment on our need for this transmission line, and express our concerns about any delays in the completion of this line.

We understand that new concerns have been raised about a traffic hazard posed by the placement of utility poles along the west side of Marlin Road in Lathrop now, after all necessary County and Public Utilities Commission requirements were satisfied.

We are not unsympathetic to safety concerns, but we believe these issues have been adequately addressed in previous reviews. We respectfully urge the Commission to reject requests that the line be relocated or for other actions that will delay the completion of the transmission line as scheduled.

Simpson's Ripon Paper Mill produces 22,000 tons of fine writing and printing papers annually. The Mill employs 200 people and creates another 800 indirect jobs.

The 17-year-old Paper Mill needs the fuel efficiency and cost savings inherent in cogeneration in order to be competitive in today's global marketplace. The cogeneration plant will have the equivalent of 250,000 barrels of oil a year and will still produce enough electricity to run 27,000 loads.

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3307

RESPONSE

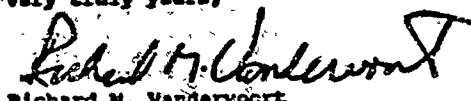
Comment noted.

We understand that PG&E has fully complied with all necessary requirements for properly locating the transmission line. We also understand that Air Products and Chemicals, Inc. has, as an act of corporate neighborliness, committed additional resources to meet non-mandatory, stringent requirements, even though the California Public Utilities Commission (CPUC) staff concluded that good practices were observed in the design and location of the line.

In conclusion, Corn Products supports the State Lands Commission Negative Declaration with respect to the transmission line from Stockton to Teala, as we believe it to be in full compliance with CEQA.

Please call if I can answer any questions you may have.

Very truly yours,



Richard M. Vandervoort
General Manager, Western Region

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Corn Products
a Unit of CPC International
Stockton Plant
P.O. Box 8128
1807 13th Street
Stockton, CA 95206-8128
209-552-1828

EPC
International

RESPONSE

Comment noted.

August 28, 1987

Mr. Ted T. Fukushima
Division of Research and Planning
STATE LANDS COMMISSION
1807 13th Street
Sacramento, CA 95814

**SUBJECT: Negative Declaration - Tesla Collector
115KV Electric Transmission Line (PG&E)**

Dear Mr. Fukushima:

Corn Products, a Unit of CPC International Inc., has entered into an agreement with Air Products and Chemicals, Inc., whereby they will supply us with steam and electricity from the cogeneration facility currently being constructed adjacent to our Stockton plant.

Regarding the 115KV transmission line from Stockton to Tesla, Corn Products supports the State Lands Commission's Negative Declaration pursuant to the California Environmental Quality Act (CEQA). We believe that the Negative Declaration fully conforms with CEQA requirements, and we request that the State Lands Commission finalize the Negative Declaration. Further, the Commission should approve the river crossing permit as requested, and publish its Notice of Determination reflecting this approval as soon as possible.

This project is vital to Corn Products as we have invested well over \$60,000,000 in our facility, and have been operating for six years at a multi-million dollar annual cost disadvantage versus our competition because of extremely high power costs. Our abnormally high cost energy has put jobs at risk - both our own employees as well as the various industries that supply us: truckers, California based chemical suppliers, skilled trades people in the San Joaquin county area, etc. We are also the second largest user of California corn in the state. Finally, we are one of the largest producers of dairy and poultry feed in the state.

As you can see, the impact of this project on Corn Products, local taxing authorities, small businesses, farmers, ranchers and workers in the state is significant.

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STATE LANDS COMMISSION
AUG 30 1987
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Mr. Ted T. Fubush
August 27, 1987
Page Two

The \$1.050 million expansion plant is under construction and is scheduled for start up during early January, 1988. The transmission line obviously is essential for the start up of the new plant.

The safety concerns affect only a small portion of the 40-mile transmission line which is scheduled for completion in December, 1987. If you feel compelled to take further action on this matter, we suggest that the mitigation measures proposed in the ERAC Staff Staff Report adequately address the safety issues. These measures should be taken without jeopardizing the scheduled completion date of the line.

R. Byers
R. Byers
Transmission Director

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DEPARTMENT OF TRANSPORTATION

P.O. BOX 944 (RTE. 99 & QUINN)
SACRAMENTO, CA 95831
(209) 946-7306



RESPONSE:

No response required.

August 20, 1987

10-SJ-5. 580-120
Pacific Gas and Electric Co
Telsa Collector Transmission Line
Negative Declaration
SCH #87072014

Mr. Keith Lee
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Mr. Lee:

Caltrans has reviewed the Telsa Collector Transmission Line Negative Declaration and have no comment at this time. Encroachment permits may be obtained from the District 10 Permit Engineer, Cliff Rice, telephone number (209) 943-3019.

Very truly yours,

DANA COWELL
Chief, Transportation
Planning Branch



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Memorandum

RESPONSE

To : 1. A-38
 Gordon F. Snow
 Assistant Secretary for Resources
 The Resources Agency
 2. Ted T. Fukushima
 State Lands Commission
 1307 - 13th Street
 Sacramento, CA 95814

From : RAY REclamation Board
 Department of Water Resources

Date : AUG 14 1987

File No. :
 Subject: Tesla Collec-
 tor, 115 KV Electric
 Transmission Line
 (SCH 87072014)

Comment noted.

Staff for The Reclamation Board has reviewed the proposed Negative Declaration and Environmental Impact Assessment Checklist for the subject project and has the following comments.

The Board exercises encroachment control over the Lower San Joaquin River and Tributaries Project. Each crossing of the proposed transmission line over the San Joaquin River and Walthell Slough will therefore require a permit from the Board before start of construction.

For more information, the project proponent should contact Mr. Edward C. Greiner, Encroachment Control Section, 1416 Ninth Street, Room 455-8, Sacramento, California, 95814 or telephone (916) 324-3889.

Thank you for the opportunity to comment.

Raymond E. Hansch
 RAYMOND E. HANSCH
 General Manager

Attachment

CALIFORNIA
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 3306

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 STATE
 CLERK'S OFFICE

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STATE LANDS COMMISSION
Manteca-Lathrop Rural Fire Department
P.O. BOX 151 / MANTECA, CALIFORNIA 95336

07 SEP 4 11:10 37

AUGUST 30, 1987

Ted T. Fukushima
Division of Research & Planning
State Lands Commission
1807 - 13th Street
Sacramento, CA 95816

Re: Proposed Negative Declaration
[Telsa Collector 115 KV Electric Transmission Line]
File Reference: PAC 6205/PAC 6927

Dear Mr. Fukushima,

After reviewing the proposed negative declaration on the above project dated July 27, 1987, I would like to exercise the Fire District's right to response to the particular items listed below.

1) BACKGROUND INFORMATION 1. (G.) Persons Contacted:

This particular section is blank on the document that I have read, therefore, an assumption would be, no one affected was contacted.

2) ENVIRONMENTAL IMPACTS:

(M) Transportation circulation /6 (No Impact)

This project has the potential of increasing vehicular traffic accidents due to the increased number of poles placed in the affected area of issue. These poles are placed at approximately 300 - 400 foot intervals, as close as 1 - 4 feet in instance from the fog line on Harlan Road. This frontage road has moderate traffic daily including daily school pick up and delivery of students. The route is also used moderate to heavy by a major lumber company on Harlan Road. Many loaded and empty trucks travel the subject frontage road daily.

(N) PUBLIC SERVICES: 1. (No Impact) checked.

Being a multi service agency dealing with incidents other than just fire responses, in particular Emergency Medical and Vehicle Accidents, we feel that this project as designed will certainly impact our departments. Added hazards to the current frontage road increase the potential for added Emergency Medical Responses, in particular, Vehicle Accidents.

RESPONSE

1. Bob Hayes of the California Department of Fish and Game was consulted.
2. In order to avoid the potential safety hazard posed by the power poles, the project will require the placement of guard-railing along the pole line along Harlan road.

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We are certainly in disagreement with whoever made that determination.

The entire report has not one item as being rejected. Obviously there are other items in question, but should be addressed by the agencies with the responsibility for each section. We are responding to the items that we feel is our responsibility. It is quite clear that the affected agencies did not receive the document for comment.

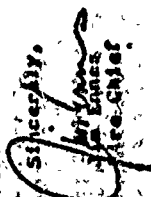
We have attended meetings with Supervisor Souza, Building, Planning, Public Works, Pacific Gas & Electric, Co-Generation representatives, and the Lathrop Municipal Council who represent the community. These meetings led to two Public Hearings on the issue. At the conclusion, we are not satisfied that the best alternatives have been explored in the interest of our communities public safety. The mitigated measures that were accepted, in our opinion, does not change the original issue of public and community safety.

We do not feel at this point, that Pacific Gas & Electric or the Co-Generation Companies have taken us serious at all on the issue.

It is not our desire at all to hold up or stop construction of the portion of line in question. Pacific Gas & Electric and its Co-Generation Partners have left us no alternative but to respond in question to this proposed negative declaration statement.

We would request written response as to any procedure that may be required to our comments.

Sincerely,



Bill Adams
Fire Chief

County Council
No 26-87

P.U.C.
9-10-87

Patrick Johnson Document
7-29-87

Bill Adams
C.P.U.C.

Bob Felman
P.G. & E.

Air Products and Chemicals

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RESPONSE

See mitigation measure.

August 27, 1987

Scott Landa Commission
2407 33rd Street
Sacramento, California 95814

Mitigation: Ted T. Fukuokima

References: PAC 6205-PAC 6227
SCM No. 8707 2014
115,000 Volt Transmission Line
Lathrop, San Joaquin County, California

Dear Mr. Landa:

We feel the installation of the transmission line along Marlan Road in Lathrop is unsafe and therefore, we submit our response to your Negative Declaration relative to this project, a copy of which is attached hereto.

An Environmental Impact Report should have been required of this project from the start. Do not allow this project to jeopardize the safety of our Community. There were, and still are, alternative methods to allow this project to be completed with a much greater safety factor.

Thank you for your consideration in this matter.

Sincerely,

WILLIAM M. SOYES
COUNTY SUPERVISOR OF LATHROP

W. M. Soyes
County Supervisor, 1st District

cc: [unclear]

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35 - Risk of Blast. Does the proposal result in a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset condition?

Yes. 115,000 volts over heavily traveled frontage road. Further, transmission lines running directly over low voltage lines at some locations. If lines come down intact, potential for explosion, fire and/or loss of life.

36 - Risk of Blast. Does the proposal result in possible interference with emergency response plans or an emergency evacuation plan?

Yes. Risk of heavy fog in this area. Genuine concern expressed by Manteca-Lathrop Local Fire District.

37 - Transportation/Circulation. Will the proposal result in substantial impact upon existing transportation systems?

Yes. Poles installed between frontage road and Interstate 5. Heavy trafficked, heavy fog. Poles are installed close to within four feet of the fog line in some locations allowing no room for error (frontage road is a narrow two lane road). The poles are unforgiving. This road is the daily route for school buses. A high accident frequency rate exists along the stretch of road where the poles are installed.

38 - Transportation/Circulation. Will the proposal result in increase in traffic hazards to motor vehicles, bicyclists or pedestrians?

Yes. This proposal has added more than 40 wood power poles, some close to within four feet of the fog line, spaced 300 to 400 feet apart. P.C.A.E. cites precedents - best judgment used in past for installing poles in unsafe locations and so this justifies continuing this practice.

39 - Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas - Fire Protection?

Yes. Refer to letter from Manteca-Lathrop Rural Fire District. Genuine concern expressed by this district.

40 - Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas - Police Protection?

Yes. Due to accident frequency, could present Sheriff's Department and California Highway Patrol with much heavier load - attracting victims of these hazards as installed.

41 - Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas - Schools?

Yes. Refer to letter from Manteca Unified School District. Genuine concern expressed since these poles have been installed along current school bus routes.

42 - Human Health. Will the proposal result in creation of any health hazard or potential human health hazard (excluding mental health)?

Yes. Poles are placed close to within four feet of the fog line. Installation of poles which are known to be present.

- 20 - **Human Health.** Will the proposal result in exposure of people to potential health hazards?
- Yes. Power poles could claim easy victims. Also, some studies indicate an increase of leukemia in children raised in the vicinity of high-voltage power lines.
- 21 - **Aesthetics.** Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive vista open to public view?
- Yes. Poles are placed along roadway where new developments currently being planned. Transmission lines will run parallel to heavily traveled Interstate 5. Poles every 100 to 200 feet definitely does nothing to enhance the appearance of our Community.
- 22 - **Secondary Findings of Significance.** Does the project have impacts which are individually limited, but cumulatively considerable?
- Yes. Poles and Transmission Lines provide unlimited potential for disaster as well as being a traffic hazard.
- 23 - **Secondary Findings of Significance.** Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?
- Yes. The savings realized by placing the poles and transmission lines in what we know to be unsafe locations do not nearly equal the value of a single human life. Also, installation not conforming with County Standards as dictated by General Order No. 35, Subsection 13, of the Public Utilities-Commission's "Rules for Overhead Electrical Line Construction" inasmuch as the County of San Joaquin has not Pacific Gas and Electric on notices of their concerns and have required Pacific Gas and Electric to provide a full letter of indemnification in relation to this project (of which no other letter has ever been required for any other lines or poles within the County) it is obvious the installation is not in conformance with San Joaquin County Standards.

Note to Attachment A, Page 3. The co-generation plant at Libby Dennis Ford Glass plant in Lathrop is non-existent at this time. Project submitted to County has yet to obtain any approvals. Project rejected by Lathrop County Water District and Lathrop Municipal Advisory Council due to potential depletion of groundwater if this facility is constructed and no data available at present.

September 1, 1987

RESPONSE

See mitigation measure.

State Lands Commission
1807 13th St.
Sacramento, Ca. 95814

Attn: Mr. Ted Fukushima,

My family and I object to the unsafe route PG&E officials chose to install and construct their 115,000 volt power line, especially as it is placed along Marlan Road, San Joaquin County. It is unsafe!

11. SCORDE's preferred route is unsafe as to the Marlan Road placement because, where it is partially constructed in on the west side of Marlan, between Marlan and Interstates-5 freeway, Marlan being a 3 lane frontage road with a speed limit of 55MPH, and I-5 has a speed limit of 65MPH, on that section of the freeway.

12. The only thing that separates I-5 from Marlan Road is the chain link fence and the pole line. The poles are installed 18 to 12' from the chain link fence and 4 to 5' from the Marlan Road fog line. The fact is, there is not enough room between pole line and fog line to assure public safety!

13. U.C. representative recommended installing a cement curbing in front of the poles. Our feeling is this would add to the already unsafe conditions and an added hazard to traffic.

14. Marlan Rd. is a frontage road to the freeway, therefore it's an alternate route for freeway traffic when traffic is diverted off the freeway by state officials. Imagine the unsafe conditions of the extra heavy traffic on a 2 lane freeway and the pole line carrying 115,000 volts!

15. Many accidents have occurred on the Marlan Rd. area, not only on the road itself, but out of control vehicles going through the fence from Marlan Road side, as well as run-a-way vehicles going off the freeway. Jumping the state fence or going through the fence. Either way they become wrecked, and usually someone is hurt. Can you imagine one of those poles, already out of control, hitting one of these poles? Wires have been known to break through electrifying someone. Fires have been known to start by arcing wires.

16. School buses travel Marlan Road several times a day. If a school bus broke down and could not clear to the right between the poles, but was to rest next to the pole, the bus would not be parked on the lane of traffic. Or, incoming traffic may not see the poles in time to avoid. If a driver veered to avoid pole and run head-on into the school bus - what a catastrophe!

17. Marlan Rd. is recorded as a frontage road, in my estimation which is considered an ERM regulation route, which is a special regulation for 102' wheel base vehicles extra 10' extra width. The pole line would be an added hazard to these vehicles, and the traffic around them.

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3312

State Route 100
Page 2

It would ignore the danger of installing poles opposite heavily traveled driveways such as Lathrop Sands Road.

Traffic hazard in foggy weather. Poles are so placed as to constitute an endangerment to the traffic, especially in the fog, as the poles are only 3 to 5' from the white fog line, not leaving room enough for the cars to move off the traffic lane along side Marian Road.

Poles are also placed 10 to 12' from a 6' chain link gate fence which would be a catastrophe if such pole was hit by an out-of-control vehicle, dislodging the pole from its mounting, bringing the line down, making contact with the fence, or the traffic, or persons, creating fire, electrocution, or community endangerment as a whole.

It is apparent safety was a minute factor in the planning of this line. An observation, Nuclear Power Plants were ordered recently to put safety above cost. My family and I feel the same consideration should be applied in this case!

Alternate routes were available but were not even considered. These same routes were more of a public safety. One of the alternate routes has an existing right of way and existing high voltage pole line, in use, on the east side of Marian Rd., and the pole supports placed far enough on franchise property so as not to be a safety factor. This was the route PG&E should have chosen but they claimed it was not cost effective.

It might be suggested that any future construction of utility lines should be covered by a performance bond. That is, the cost of any erroneous construction would fall upon the bonding company and insurer, rather than the subscribers, consumer, or taxpayer.

In the final analysis, the PG&E poles that are installed on the west side of Marian Road have to be removed and installed in a safer area. That is a matter I force a catastrophe if the people's rights are ignored and the poles and line are left where they are.

Thank you.

Sincerely,
Bob Findley
Bob & George Findley
11401 S. Marian Road
Lathrop, Ca. 95330
209-592-4754

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3313

ENVIRONMENTAL IMPACT ASSESSMENT CHECKLIST - PART II

Form 13.20 (7/82)

PRC 6205
File Ref.: PSC 6827

I. BACKGROUND INFORMATION

- A. Applicant: Pacific Gas and Electric Company
1401 Fulton Street
Fresno, CA 93760
- B. Checklist Date: 7 / 23 / 87
- C. Contact Person: TED T. FUKUSHIMA
Telephone: (916) 322-7813
- D. Purpose: To connect four cogeneration plants in San Joaquin County with PGandE's Telsa substation in eastern Alameda County.
- E. Location: A linear project totalling approximately 54.8 miles from Stockton, San Joaquin County to the Telsa substation southwesterly of Tracy.
- F. Description: See ATTACHMENT "A"
- G. Persons Contacted: Bob Mapes-California Department of Fish and Game

II. ENVIRONMENTAL IMPACTS. (Explain all "yes" and "maybe" answers)

A. Earth. Will the proposal result in:

- | | Yes | Maybe | No |
|--|--------------------------|--------------------------|-------------------------------------|
| 1. Unstable earth conditions or changes in geologic substructures? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Disruptions, displacements, compaction, or overcovering of the soil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Change in topography or ground surface relief features? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. The destruction, covering, or modification of any unique geologic or physical features? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Any increase in wind or water erosion of soils, either on or off the site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Exposure of all people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

CALIFORNIA PAGE

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LAURE PAGE

3314

- | | Yes | Maybe | No |
|--|--------------------------|--------------------------|-------------------------------------|
| B. Air. Will the proposal result in: | | | |
| 1. Substantial air emissions or deterioration of ambient air quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. The creation of objectionable odors? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Water. Will the proposal result in: | | | |
| 1. Changes in the currents, or the course or direction of water movements, in either marine or fresh waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Alterations to the course or flow of flood waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Change in the amount of surface water in any water body? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Alteration of the direction or rate of flow of ground waters? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Substantial reduction in the amount of water otherwise available for public water supplies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Exposure of people or property to water-related hazards such as flooding or tidal waves? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. Significant changes in the temperature, flow or chemical content of surface thermal springs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| D. Plant Life. Will the proposal result in: | | | |
| 1. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Reduction of the numbers of any unique, rare or endangered species of plants? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Reduction in acreage of any agricultural crop? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| E. Animal Life. Will the proposal result in: | | | |
| 1. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, or insects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Reduction of the numbers of any unique, rare or endangered species of animals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Deterioration to existing fish or wildlife habitat? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| F. Noise. Will the proposal result in: | | | |
| 1. Increase in existing noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Exposure of people to severe noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| G. Light and Glare. Will the proposal result in: | | | |
| 1. The production of new light or glare? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| H. Land Use. Will the proposal result in: | | | |
| 1. A substantial alteration of the present or planned land use of an area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| I. Natural Resources. Will the proposal result in: | | | |
| 1. Increase in the rate of use of any natural resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Substantial depletion of any nonrenewable resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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		Yes	Maybe	No
J. Risk of Upset. Does the proposal result in:				
1.	A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Possible interference with emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
K. Population. Will the proposal result in:				
1.	The alteration, distribution, density, or growth rate of the human population of the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
L. Housing. Will the proposal result in:				
1.	Affecting existing housing, or create a demand for additional housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
M. Transportation/Circulation. Will the proposal result in:				
1.	Generation of substantial additional vehicular movement?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Affecting existing parking facilities, or create a demand for new parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.	Substantial impact upon existing transportation systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.	Alterations to present patterns of circulation or movement of people and/or goods?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Alterations to waterborne, rail, or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.	Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
N. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:				
1.	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.	Parks and other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.	Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O. Energy. Will the proposal result in:				
1.	Use of substantial amounts of fuel or energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Substantial increase in demand upon existing sources of energy, or require the development of new sources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
P. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:				
1.	Power or natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Communication systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.	Water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.	Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.	Solid waste and disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Q. Human Health. Will the proposal result in:				
1.	Creation of any health hazard or potential health hazard (excluding mental health)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Exposure of people to potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
R. Aesthetics. Will the proposal result in:				
1.	The obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
S. Recreation. Will the proposal result in:				
1.	An impact upon the quality or quantity of existing recreational opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

T. Cultural Resources.

- | | Yes | Maybe | No |
|---|--------------------------|--------------------------|-------------------------------------|
| 1. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archeological site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Will the proposal restrict existing religious or sacred uses within the potential impact area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

U. Mandates Findings of Significance.

- | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|
| 1. Does the project have the potential to degrade the quality of the environment, reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Does the project have impacts which are individually limited, but cumulatively considerable? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

III. DISCUSSION OF ENVIRONMENTAL EVALUATION (See Comments Attached)

IV. PRELIMINARY DETERMINATION

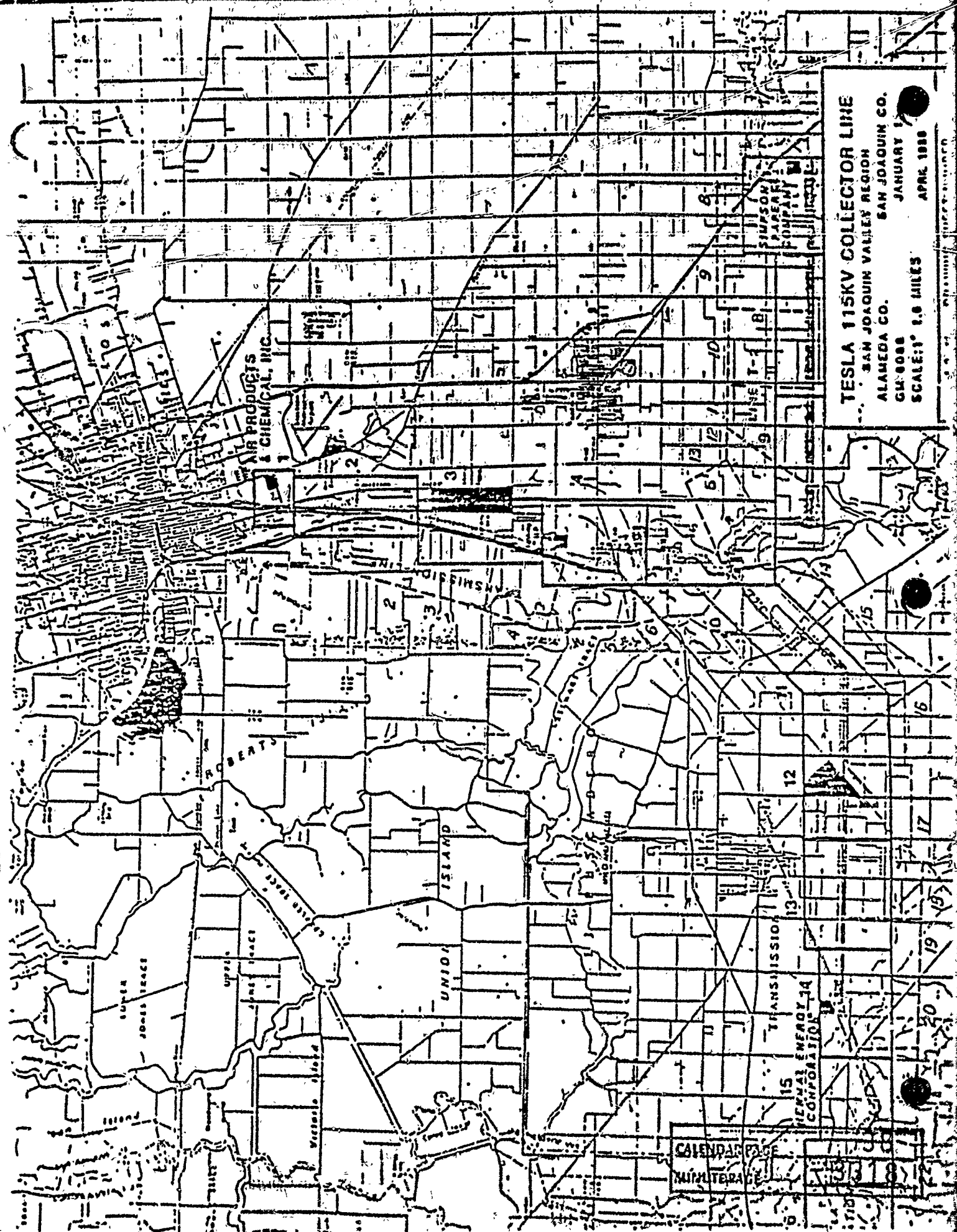
On the basis of this initial evaluation:

- I find the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **NEGATIVE DECLARATION** will be prepared.
- I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

Date: 7 / 23 / 87

LEAH J. HARRIS
 For the State Lands Commission

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TESLA 115KV COLLECTOR LINE
SAN JOAQUIN VALLEY REGION
ALAMEDA CO. SAN JOAQUIN CO.
JANUARY 1958
SCALE: 1" = 1.6 MILES
APRIL 1958

GRAPHIC ENGINEERING

ATTACHMENT "A"

TESLA COLLECTOR PROJECT DESCRIPTION

Project Purpose and Scope

The Project consists of the construction of a 115 kilovolt wood pole electric transmission line to connect four cogeneration plants in San Joaquin County with PGandE's Tesla substation in eastern Alameda County. The existing electrical transmission network in the area does not have sufficient unused capacity to allow the addition of the 164 megawatts to be generated by these cogeneration plants. Consequently, this collector line is being constructed to transmit the electricity to Tesla substation which is the nearest substation in the vicinity capable of handling this additional generation. PGandE is required by the California Public Utilities Commission to connect these cogeneration plants to the electric transmission system. Construction completion is scheduled for December 3, 1987 and work has already commenced on the portions of the Stockton and Ripon segments.

The four cogeneration plants are located at Corn Products in Stockton, Libby Owens Ford glass plant in Lathrop, Simpson Paper plant in Ripon and the Owens Illinois glass plant west of Tracy. All four plants have been, or are in the process of being permitted through the CEQA process by the respective jurisdictions. During the planning stage of the project, route reviews were conducted with the Planning Departments of the Cities of Stockton, Ripon and Tracy and with San Joaquin County Planning Department. As a result of these reviews, alignment changes were made at the request of Stockton, Ripon and Tracy to accommodate current land use and development plans.

Of the 54.8 miles of line to be constructed, 19.3 miles (35%) will "overbuild" existing electrical lines. This consists of installing new taller poles with the transmission conductors near the top, then transferring the existing distribution voltage conductors to the new poles and removing the old poles. Another 8.7 miles (16%) of the line will be built in franchise position within the county or city road right-of-way. Private rights in the form of a forty foot wide easement are being acquired for the remaining 26.8 miles (49%) of the route.

The height of the poles will be between 50 and 80 feet above the ground depending on topographic features or whether distribution voltage conductors will be placed on the same pole. Most of the poles will be between 50 and 60 feet above the ground, with the taller poles located at highway and railroad crossings. Steel towers will be used for the river crossing due to the length of the span and the clearance requirements. Self-supporting steel poles will be used at angle points where guying is not possible. Conductor clearance will meet PUC standards for the respective voltages.

The transmission line route consists of three distinct segments. The Stockton segment starts at Corn Products and runs generally

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south to the point the line will cross the San Joaquin River. The Ripon segment begins at the Simpson Paper plant and runs generally in a westerly direction to where it meets the Stockton segment at the River. From here the Tesla segment crosses the River and runs in a westerly direction to the Tesla Substation. Existing land uses along the route consist of industrial and commercial uses interspersed with residential uses along the Stockton segment, transitioning to agricultural uses such as orchards and row crops along the rest of the Stockton segment and along the majority of the other two segments. The terrain is very flat except as the line approaches the Tesla Substation in the rolling foothills of the coastal range. The route crosses Interstate Highway 580 which is designated a scenic highway in this area. However, the scenic designation does not require mitigation for electric transmission lines over 34 kilovolts.

A more detailed description of each segment is provided below and is intended to supplement the air photo maps of the alignment.

Stockton Segment

Route: Beginning at the cogeneration plant at Corn Products, the line jogs west through the industrial park, crossing the Southern Pacific and Western Pacific tracks parallel to two existing PGandE tower lines until it reaches El Dorado Street. Here the line turns south, within a franchise position along the west side of El Dorado to a point just north of its intersection with Interstate 5. The line jogs east one block to Harlan Road at this point and continues south in a franchise position along Harlan Road until just south of Louise Avenue where the line turns east to connect the cogeneration plant at the Libby Owens Ford Plant. Leaving the LOF Plant, the line combines with an existing 115kv line running south until it reaches State Route 120. The existing line continues south across Highway 120 while the new line turns east along the frontage road to a better position for crossing the Southern Pacific tracks and the highway. From here the line continues south across the tracks and highway along farm roads through orchards and grain fields before crossing the Western Pacific Railroad tracks. The line then skirts around the sand and gravel operation (Oakwood Lake Resort) and continues along Woodward Avenue as it turns south, but maintains the southerly direction as Woodward turns west again. From this point, the line crosses through orchards and row crops and across Walthall Slough, respecting the farming operation, until it reaches the crossing point at the edge of the San Joaquin River. This segment is 13.8 miles in length, with 5.2 miles (38%) overbuilding existing lines, 6.4 miles (46%) of new line in a franchise position and 2.2 miles (16%) of private rights.

Permits: Required permits for this segment include Western and Southern Pacific Railroads, French Camp Slough (Corps of Engineers and State Reclamation Board), Highway 120 (Caltrans) and Walthall Slough (State Lands Commission).

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Ripon Segment

Route: This segment begins at the Simpson Paper plant in Ripon and runs west along the edge of the sewage treatment ponds, then west along Mohler, Hutchinson and Perrin Roads through row crops and orchards to the intersection of Hays Road. The line then turns north along Hays until it reaches the levee of the San Joaquin River. From here the line skirts the base of the levee to an existing 60kv electric transmission line. These two lines will be placed on the same poles and run along the base of the levee to the crossing point. This segment is 11.3 miles in length, with 6.0 miles (53%) overbuilding existing lines, 1.9 miles (17%) of new line in a franchise position and 3.4 miles (30%) of private rights.

Permits: An encroachment permit will be obtained from the South San Joaquin Irrigation District where the line overlaps their existing easement.

Tesla Segment

Route: This segment begins at the point on the north side of the river where the Ripon and Stockton segments converge. The existing 60kv line currently crosses the river using steel masts. Since these masts are not adequate to support both lines, a new steel tower will be installed adjacent to the existing mast on both sides of the river, just downstream of the existing crossing. Once the line crosses the river, the existing 60kv line continues to the south and the new collector line turns to the west where it picks up Lorenzen Road. After crossing the Deuel Vocational Institute, the line turns south on Kasson Road for a short distance before returning to the southwesterly alignment along a farm road to Interstate 5. The line continues west to the Western Pacific railroad tracks near Tracy Depot, then turns to parallel the south side of the tracks in a southwesterly direction to Linne Road. The line then follows Linne Road to Tracy Boulevard where it turns north for half a mile, then west on a farm road to Corral Hollow Road. Here the line runs north to Valpico Road, turns west to Lammers Road, then jogs north about 1000 feet to join two existing electric transmission tower lines. The final cogeneration plant located near the Owens-Illinois plant is connected to the proposed transmission line just west of Lammers Road. The proposed line then parallels these two existing lines the remainder of the distance to Tesla Substation. This segment is 29.8 miles in length, with 8.5 miles (28%) overbuilding existing lines and 21.3 miles (72%) of private rights.

Permits: Crossing the San Joaquin River will require permits from the Corps of Engineers, State Lands Commission and the State Reclamation Board. Once across the River, an easement is required from the Deuel Vocational Institute (General Services Department) and encroachment/crossing permits required for Interstate 5 and 580 (Caltrans), Southern Pacific Railroad, Western Pacific Railroad, the Delta Mendota Canal (US Bureau of Reclamation) and the California Aqueduct (Department of Water Resources).