



# **Aspen** Environmental Group

## **Project Memorandum PG&E Northeast San Jose**

**To:** Roosevelt Grant, CPUC  
**From:** Vida Strong, Aspen Project Manager  
**Date:** September 10, 2002  
**Subject:** Weekly Report #15: September 2, 2002 – September 8, 2002  
**CPUC Environmental Monitor (EM):** Jody Fessler

### **Summary of Activity:**

On Tuesday, September 3, the CPUC EM conducted a site visit of Fremont Boulevard in the afternoon and observed that the road was clean and vault #3 had been paved over and traffic controls had been removed. Later that night, crews removed the trench plates from the right line at approximate Station 49+50 south to 50+00 in order to install conduit. Crews started trenching from the right line at approximate Station 50+00 south to 50+50. Around 8:30 PM, crews started opening a trench, using an asphalt grinder, north on Fremont Boulevard at approximate Station 44+00 on the left line north of Agua Caliente Creek. In addition, preparation was underway for installation of man-hole vault #5 within Fremont Boulevard, where crews were working on excavating a pit on the right line at approximate Station 61+75. To accommodate this activity, traffic was blocked off from Station 60+00 to 62+50 on the right line.

Only one crew member was observed working at the Agua Caliente Creek staging area. Alameda County Water District (ACWD) was working south of Agua Caliente Creek at approximate Station 50+50 (right line) off the side of the road within the right-of-way. They were using a backhoe to dig a hole and were creating a lot of dust. There was another company, Irish, doing paving work in the office driveway entrance just north of where the ACWD was working.

The CPUC EM conducted a site visit of the Los Esteros Substation site in the evening and inspected vehicles for oil leaks and noted that the following vehicles had leaks: 1) John Deere backhoe 310SE #301, Fulleton-Pacific; 2) White Dump Truck, WA Lic. #A75719L, Fulleton-Pacific; 3) Excavator 950F #5950001 #322, Fulleton-Pacific; and 4) Moza Construction small drill rig truck, white, WA Lic.# 52319-V. In addition, the CPUC EM noted that the big drill rig had oil catches under it. CPUC EM issued a Project Memorandum for the oil leaks and gave it to the Essex Environmental Inspector (EI) later that night. The Project Memorandum reads as follows:

For the past several weeks, oil leaks and other leaks have been noted by the CPUC EM on some vehicles and equipment at the Los Esteros Substation site. PG&E has had several opportunities to remedy the situation by fixing the leaks on the active vehicles and equipment and putting oil absorbent boards under the inactive vehicles and equipment that are parked on the south side of the site. According to the *Storm Water Pollution Prevention Plan* (SWPPP) prepared by Overland Contracting, Inc. for the PG&E – Northeast San Jose Project, 5.2 Best Construction Management Practices (BCMP) for Pollution Prevention, Practice #1 Construction Vehicle and Equipment Maintenance, Operator shall: 1) Maintain all construction equipment and vehicles to prevent fluid leaks, 2) Regularly inspect vehicles and equipment for leaks or other hazards, and repair immediately, 3) Keep vehicles and equipment clean, don't allow excessive build-up of oil and grease, etc. (more BCMPs on pg. 11 of SWPPP).

On Wednesday, September 4, the CPUC EM received a call from the Essex EI informing her that he had let PG&E and the contractors at the Los Esteros Substation know that they had received a Project Memorandum from the CPUC for oil leaks on their vehicles and equipment. The Essex EI had just inspected the site and reported that they had removed one vehicle that was a problem and had put more oil absorbent boards under the other vehicles that had leaks (most of which are inactive). The CPUC EM conducted a site visit of Los Esteros Substation site in the early evening and inspected vehicles and equipment for leaks. The inactive parked vehicles that had oil leaks all had oil absorbent boards placed under the leaks. The smaller drill rig truck was taken off-site. The backhoe appeared to be fixed of its leaks.

At the Los Esteros Substation, approximately 2/3 of the depression on the northeast side of the site has been filled in with soil deposited from trenching activities along Fremont Boulevard. The depression area at the site did not appear to have been watered recently. It was reported to the CPUC EM that the dump truck drivers were better at following speed limit restrictions. The CPUC EM and the Essex EI observed dump trucks come in and dump soil. This activity was kicking up a lot of dust, so the Essex EI called a Project Manager from OCI to have a water truck come out to the station and water down the area where they were dumping soil. The CPUC EM observed a bird perching on a post over by the lights that were set-up for construction on the northeast side of the substation site and drove down into the depression where dump trucks had been depositing soil to get a closer look. The CPUC EM and the Essex EI were about 5 feet away from a ground squirrel burrow, in the bank of the depression, when a bird flew up from the ground near the burrow. The CPUC EM thought it might be a burrowing owl and drove out of the depression area and parked a little ways away and observed the site for about 25 minutes. The CPUC EM and the Essex EI did not see that bird again, but did see a couple of barn owls flying overhead a few times. The CPUC EM requested that Essex send their biologist out to the site the following day and observe the area for burrowing owls.

The CPUC EM conducted a site visit of the Fremont Boulevard in the afternoon. No crews were observed working and roads were clean. In the evening, crews were trenching south on the right line from Station 50+00 to 50+50 and were trying to repair some of the trench that had caved in and covered their conduit before they could finish with the installation process. Another crew was trenching north of Agua Caliente Creek at approximate Station 44+50 on the left line. They were adding some gravel to the bottom of the trench as they went. Crews at man-hole vault #5 at approximate Station 61+75 on the right line were putting gravel into the bottom of the pit and leveling it out. Later in the evening, crews were using a crane to set the man-hole vault #5 into the pit.

The CPUC EM conducted site visit of Agua Caliente Creek staging area with the Essex EI to inspect where overland dewatering took place the previous day to empty the Baker tank, which has been moved to the man-hole vault #5 construction site.

The CPUC EM conducted a site visit of Cushing Parkway during the night where crews were proofing conduit between man-hole vaults #1 and vaults #2.

### **Environmental Compliance:**

On September 3, the CPUC EM observed that construction at the Los Esteros Substation site was not in compliance with the *Storm Water Pollution Prevention Plan (SWPPP)* prepared by Overland Contracting, Inc. for the PG&E – Northeast San Jose Project, 5.2 Best Construction Management Practices (BCMP) for Pollution Prevention, Practice #1 Construction Vehicle and Equipment Maintenance. A Project Memorandum was issued in regards to oil leaks and other leaks on vehicles and equipment at the substation site. The CPUC EM observed that all other construction was in compliance with mitigation measures adopted in EIR.

On September 4, the CPUC EM observed that construction was in compliance with mitigation measures adopted in EIR and other permitting requirements. The CPUC EM observed a bird fly up from the ground near a ground squirrel burrow. Given the potential for burrowing owls in the project area, the CPUC EM requested that Essex send their biologist out to the site the following day and observe the area for burrowing owls. On September 5, the burrowing owl siting was confirmed by the Essex biologist. PG&E/Essex were notified that consultation with CDFG regarding the siting is required. In the meantime, a 160-foot buffer has been established.

**Notices to Proceed (NTP):**

No NTPs were issued during the subject week. A conference call with PG&E, Essex, and Aspen representatives was conducted on September 6 to discuss pre-construction compliance for the NTP for tower installation.

**Variance Requests:**

On September 6, Variance Request #6 was submitted to change the location of the permanent access road to the Los Esteros Substation. This request is under review.

**TABLE 1**  
**VARIANCE REQUEST STATUS TABLE**  
**(Updated 9-10-02)**

Variance Request #	Date Submitted	Description	Status	CPUC Approval Date
1	6/11/02	Disposal of excavated material, corner of Fremont Boulevard and Cushing Parkway, Fremont.	Completed	6/11/02
2	6/13/02	Material/equipment yard, 42400 Boyce Road, Fremont.	Completed	See Underground NTP
3				
4	6/26/02	Reduce biological buffer from 250 to 15-feet at existing structure, Los Esteros Substation.	Completed; 25-foot buffer approved.	7/5/02
5	7/9/02	Extra work space area for Line F bore, west of Fremont Blvd.	Completed	7/12/02
6	9/6/02	Change the location of the permanent access road to the Los Esteros Substation.	Under review.	