

Douglas Rydberg  
39500 C Millwood Dr.  
Woodlake, CA 93286  
(559) 564-0472

Jensen Uchida  
San Joaquin Cross Valley Loop Project  
c/o Environmental Science Associates  
225 Bush Street, Suite 1700  
San Francisco, CA 94104-4207

July 24, 2009

Dear Mr. Jensen Uchida:

Recently, I became aware that the CPUC is exploring **Route 6** as well as **Route 2** for the **San Joaquin Cross Valley Loop Project**. As a resident and land owner who would be negatively affected by those routes, I would like to express my **strong opposition to both** and would appreciate you forwarding this letter to any and all appropriate individuals.

I oppose Routes 2 and 6 because:

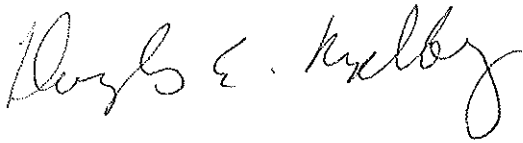
- The Draft Environmental Impact Report (DEIR) does not adequately address the effects on ground water.
- Adversely impacts hundreds of families with lands adjacent to, or near the proposed route and decreases their property values.
- Destroys some of the last pristine acreage on the valley floor
- Causes extensive losses to farmland and infrastructure including wells, pipelines, wind machines, drive rows, etc.
- Violates both Native American village/burial sites and early pioneer historical sites.

I think that Route 3 might be a better idea because:

- 1) It uses more of the existing right of way. This meets the Garamendi Principles in SB2431.
  - A) Encourage the use of existing right of way by upgrading existing transmission facilities.
  - B) When construction of new transmission lines is required, encourage expansion of existing right of way, when technically and economically feasible.
  - C) Provide for the creation of new right of way when justified by environmental, technical, or economic reasons as determined by the appropriate licensing agency.
- 2) The route's primary negative, the Stone Corral Ecological Preserve, can be easily circumvented by moving the line just a little. The DEIR stops short with a statement on pages 5-7 with a statement which indicates that due to the sensitive nature of habitat in the Stone Corral Ecological Reserve that a bypass was not feasible. Evidence shows a "work around" of the reserve is possible and feasible.
- 3) There is less damage to intensive agriculture- permanent crops, wells, drive rows, etc.
- 4) The 100 year old Rector Line is low noisy and dangerous. The new line greatly reduces EMF transmissions.

Thank you for your attention and serious consideration of these concerns.

Sincerely,



Douglas Rydberg

Kaye D. Rydberg  
39500 C Millwood Dr.  
Woodlake, CA 93286  
(559) 564-0472

*Duplicate (see  
above for coding)*

Jensen Uchida  
San Joaquin Cross Valley Loop Project  
c/o Environmental Science Associates  
225 Bush Street, Suite 1700  
San Francisco, CA 94104-4207

July 24, 2009

Dear Mr. Jensen Uchida:

Recently, I became aware that the CPUC is exploring **Route 6** as well as **Route 2** for the **San Joaquin Cross Valley Loop Project**. As a resident and land owner who would be negatively affected by those routes, I would like to express my **strong opposition to both** and would appreciate you forwarding this letter to any and all appropriate individuals.

I oppose Routes 2 and 6 because:

- The Draft Environmental Impact Report (DEIR) does not adequately address the effects on ground water.
- Adversely impacts hundreds of families with lands adjacent to, or near the proposed route and decreases their property values.
- Destroys some of the last pristine acreage on the valley floor
- Causes extensive losses to farmland and infrastructure including wells, pipelines, wind machines, drive rows, etc.
- Violates both Native American village/burial sites and early pioneer historical sites.

I think that Route 3 might be a better idea because:

- 1) It uses more of the existing right of way. This meets the Garamendi Principles in SB2431.
  - A) Encourage the use of existing right of way by upgrading existing transmission facilities.
  - B) When construction of new transmission lines is required, encourage expansion of existing right of way, when technically and economically feasible.
  - C) Provide for the creation of new right of way when justified by environmental, technical, or economic reasons as determined by the appropriate licensing agency.
- 2) The route's primary negative, the Stone Corral Ecological Preserve, can be easily circumvented by moving the line just a little. The DEIR stops short with a statement on pages 5-7 with a statement which indicates that due to the sensitive nature of habitat in the Stone Corral Ecological Reserve that a bypass was not feasible. Evidence shows a "work around" of the reserve is possible and feasible.
- 3) There is less damage to intensive agriculture- permanent crops, wells, drive rows, etc.
- 4) The 100 year old Rector Line is low noisy and dangerous. The new line greatly reduces EMF transmissions.

Thank you for your attention and serious consideration of these concerns.

Sincerely,



Kaye D. Rydberg