

## F. CHANGES TO THE DRAFT EIR AND SUPPLEMENTAL DRAFT EIR

This section presents changes to the Draft EIR (Section F.1) and Supplemental Draft EIR (Section F.2) that resulted from comments on these documents. Responses to comments are presented in Section E, Responses to Comments on the Draft EIR and Supplemental Draft EIR. The text that has been removed from the Draft EIR and the Supplemental Draft EIR has been indicated by ~~strikeout~~. New text to be added is indicated with underlines. Changes to mitigation measures are shown in Table C-1.

### F.1 CHANGES TO THE DRAFT EIR

#### Page ES-11, Executive Summary (Comment 31-15)

**Alternatives.** Potential impacts to biological resources of the four transmission line route alternatives are similar to those of the proposed project because they cross similar habitat types. A combination of the I-880-A and I-880-B alternatives is preferred to the comparable segment of the proposed transmission line route because it would reduce ~~potential impacts to burrowing owls and California tiger salamanders, and~~ reduce the potential for bird collisions with power lines.

#### Page ES-24, Executive Summary, Table ES-3 (Comment 31-14)

Comparison Factors		NRS Substation (with transmission line)
Total Length of New Line; # Structures		11.4 mi. 53-57 structures
Miles of 115kV Required <sup>1</sup>		4.4 mi.
Length in Refuge or Preserve; # structures		0.9 mi. 6 structures
Length of existing or proposed development crossed		3.4 mi.
Length along I-880		0
Cost	230 kV Transmission	<del>\$41.3</del> <u>\$39.8</u>
	Substation <sup>2</sup>	\$76.8
	Mitigation	0
	Total <sup>2</sup>	<del>\$118.1</del> <u>\$116.6</u>

#### Page A-1, Section A.1 (Comment 31-16)

PG&E Co. filed a new application for a Certificate of Public Convenience and Necessity (CPCN) for the Northeast San Jose Transmission Reinforcement Project (the proposed project) on ~~September 13, 1999~~ September 9, 1999 with the “Easterly Route” designated as PG&E Co.’s Proposed Route.

#### Page A-12, Section A.3, Table A.3-1 (Comment 31-18)

Action Requiring Permit or Approval	Permit/Approvals	Authorizing Agency or Jurisdiction
Construction and operation	<del>Easement</del> Permit	Bay Conservation and Development Commission

**Page B-3, Section B.2.2, Figure B 2-1 (Comment 31-19)**

Figure B 2-1 on page B-3 should show the correct location of the Trimble substation as being west of Zanker Road.

**Page B-15, Section B.2.2.4 (Comment 31-20)**

The four ~~first three~~ 115 kV connections listed above will occur in the immediate vicinity of the Los Esteros Substation. The fourth connection (Los Esteros to Montague Substation) would include new construction ~~be~~ on Trimble Road and Montague Expressway

**Page B-21, Section B.3 (Comment 31-21)**

A portion of the inactive Nine-Par Land Fill immediately south of Milepost 5.4 of the ~~proposed~~ westerly 230 kV transmission line route.

**Page B-23, Section B.3 (Comment 31-21)**

The entire ~~23 acres~~ 24 acres of the substation site will be disturbed during construction.

**Page B-24, Section B.3 (Comment 31-21)**

Structures will be erected to support busses, circuit breakers, switches, overhead conductors, instrument transformers and other electrical equipment, ~~as well as to terminate outgoing transmission lines~~ as well as to terminate the outgoing transmission lines.

**Page B-47, Section B.5.4.3 (Comment 31-23)**

Evaluation of growing electricity demands requires consideration of generation as well as transmission. If power could be generated in the area in which it is used, the inefficiencies associated with electricity transmission and the environmental impacts associated with long transmission lines would be eliminated. However, consideration of both generation and transmission alternatives can be difficult if the electricity is needed relatively urgently. Both power plants and major transmission facilities require lengthy agency review and approval processes. The time required from agency review through construction of both power plants and transmission facilities can be several years, and includes applicant siting studies, application preparation, application review by the California Energy Commission (CEC, for power plants and associated facilities) or CPUC (for transmission facilities). No application for a power plant in this area is currently under review by the CEC. However, because PG&E Co. s application for the transmission line/substation project CPCN was originally filed in 1998, at this point, the proposed project would be available to meet demand before new local generation could be constructed.

In addition to the separation of State agency oversight over ~~transmission lines~~ transmission line only projects (CPUC) and power plants (with associated transmission interconnections) (CEC), an additional complication is the responsibility of the California Independent System Operator

(ISO) to assure reliability of the transmission grid. The ISO evaluates transmission reliability, including potential effects of local generation.

**Page B-50, Section B.5.4.3.3 (Comment 21-24)**

- Most 115kV lines in the area are heavily loaded and would require construction of a temporary circuit to carry the load while the permanent circuits are being reconnected. The construction impacts of this process could be substantial. In ~~addition~~ addition some of the older tower structures may not be able to support the heavier conductors, so new tower structures might be needed.
- This alternative would require construction along many more miles of lines than the proposed project. The proposed project includes a total of ~~14 circuit miles (one 7 mile double circuit tower line)~~ 14.6 circuit miles (one 7.3 mile double circuit tower line), while the reconditioning alternative could require construction along up to 70 circuit miles.

**Page B-53, Section B.6.1.1 (Comment 21-24)**

This alternative, illustrated on Figure B.6-2, would replace the first 2.7 miles of the proposed route. Rather than starting at the Newark Substation, it would start about a mile east of the substation from PG&E Co.'s existing Newark-Metcalf 230kV line, which crosses Auto Mall Parkway (~~in a northeasterly to southwesterly direction~~) at a point about 1,000 feet west of I-880 (in a southeasterly to northwesterly direction) at a point immediately west of I-880. The alternative would then follow the west side of I-880 along the edge of a business park and along the eastern edge of soon-to-be-created Pacific Commons Preserve for about ~~0.75 mile~~ 0.6 miles, where a single angle structure would be located in the Preserve. The route would cross the westerly edge of an I-880 inspection and weigh station about one mile southeast of the Auto Mall Parkway interchange. From the angle point located in the Preserve, the alternative route would then turn southwest so the next pole would be located in the back (northwestern edge) of the parking lot of an industrial building on Northport Loop West. Three poles would be located in the parking lots behind Northport Loop West buildings (see the dots, which represent approximate pole locations, on Figure B.6-2). The third pole would be located in a landscaped area just north of Cushing Parkway; four transmission line poles would be located in the salt ponds to the south. At Milepost 2.7, this alternative would re-connect with the proposed route. This alternative would require removal of ~~some trees~~ about 100 trees on the west side of the parking lots behind Northport Loop West.

**Page 56, Section B.6.1 (Comment 31-26)**

This transmission line route would be located along I-880, whose off-ramps in this area are the gateway to the Cities of Milpitas and Fremont. The alternative would require removal of approximately ~~145 ornamental trees~~ approximately 137 ornamental trees along Cushing Road and Interstate 880. ~~About 210 trees~~ A number of trees would require periodic trimming for electrical clearances.

A transmission line along the freeway would be a compatible land use. However, because development in the Caltrans right-of-way is discouraged, ~~the right-of-way would probably have~~ the right-of-way would have to be acquired from adjoining private property owners. The line

would also cross the Garden of Noah Cemetery (a small pet cemetery) south of West Warren Avenue and adjacent to the I-880. PG&E Co. has stated that construction of towers could interfere with existing land uses (unless an easement can be voluntarily acquired, land rights cannot be obtained by eminent domain).

**Page 56, Section B.6.1 (Comment 31-26)**

According to PG&E Co., this alternative (including both the I-880-A and I-880-B transmission line segments) would cost about 35 percent more than the proposed project. This alternative is slightly shorter than the proposed route (about 7.0 miles versus ~~7.2 miles~~ 7.3 miles of 230kV line),

**Page 57, Section B.6.1 (Comment 31-26)**

The route is the same as the proposed route between the Newark Substation and MP 1.8. South of that point, in this alternative, the overhead line would turn easterly and cross the westerly pair of 115kV lines (the proposed route is going ~~nearly due south~~ in a southeasterly direction at this point). The overhead lines would then follow a straight line to the point immediately adjacent to (and west of) the location where the two easternmost existing 115kV lines (the Newark-Montague 115kV and the Newark-Milpitas/Dixon Landing 115kV) enter the business park. In the back of the parking lot at this point, there would be two transition structures (one for each circuit of the 230kV line) that would take the lines underground.

In PG&E Co.'s evaluation of this alternative, a fenced area of land approximately 100 feet by 100 feet is the minimum area required for a conventional transition station (oil filled, pipe type cable) between overhead and underground 230 kV circuits. The only location meeting this criterion along the northerly edge of the business park is in wetlands. PG&E Co., therefore, considered using a solid dielectric cable installation with overhead transition structures requiring significantly less space as an alternative to a conventional transition station. The solid dielectric cables would enter the two transition structures (where the overhead lines would end) at the north edge of the business park and traverse the Bayside Business Park using the existing overhead 115 kV corridor. The corridor would then include two 115 kV overhead lines (Newark-Milpitas and Newark-Montague; see Figure B.2-7) and one underground 230kV line, double circuit line in two trenches. The underground route would follow streets and parking lots to a southerly transition site near Milepost 4.1 of the proposed route. The overhead/underground transition structures would be similar to those shown in Figure B.6-4, although the 230kV structures would be larger than the 115 kV transition structures pictured.

**Page B-65, Section B.6.2 (Comment 31-26)**

This alternative would require a nearly 50 percent longer 230 kV transmission line (about ~~11 miles~~ 11.4 miles, whereas the proposed project would require ~~7.0 miles~~ 7.3 miles).

**Page C.3-13, Section C.3.1.1.4 (Comment 12-12)**

Two areas have been designated for special habitat management in the vicinity of the proposed project. These areas include Don Edwards San Francisco Bay National Wildlife Refuge and the Pacific Commons Preserve. A third area within the Bayside Business Park parcel as part of a business park development mitigation measure is proposed for future restoration as a tidal marsh preserve. Three areas have been designated for special habitat management in the vicinity of the Proposed Project. These areas include Don Edwards San Francisco Bay National Wildlife Refuge, the Pacific Commons Preserve, and the Santa Clara Valley Water District's waterbird mitigation area. A fourth area within the Bayside Business Park parcel as part of a business park development mitigation measure, is proposed for future restoration as a tidal marsh preserve.

The National Wildlife Refuge includes large areas of open water, tidal salt marsh, mudflats, and salt ponds along the margins of south San Francisco Bay. Most refuge lands are posted, and public access is limited to various trails, especially along levees. The Refuge provides protection for migrating and breeding waterfowl, shorebirds, and songbirds including the state and federal-listed California clapper rail and several other sensitive species, such as the salt marsh harvest mouse, western snowy plover, saltmarsh common yellowthroat, and Alameda song sparrow.

The Pacific Commons Preserve in Fremont is in an ongoing wetland restoration and creation project that will become part of the Refuge when the restoration is complete; in the interim it will be subject to a conservation easement under the supervision of the U.S. Fish and Wildlife Service. As one of the largest remaining undeveloped areas in south San Francisco Bay, the Pacific Commons Preserve supports several special status wildlife and plant species, including California tiger salamander, the vernal pool tadpole shrimp (a federal endangered species), burrowing owl, and Contra Costa goldfields (a federal endangered plant).

West of the San Jose Water Pollution Control Plant is the Santa Clara Valley Water District's flood control basin which is also a mitigation site. It is a revegetated riparian corridor that combines flood management with habitat restoration. The San Francisco Bay Bird Observatory has maintained a bird banding station (the Coyote Creek Field Station) in this basin for over twelve years.

**Page C.3-15, Section C.3.1.1.4, Table C.3-3 (Comment 12-13)**

~~Low potential. No suitable breeding habitat on site. Found as a rare winter visitor.~~ Moderate potential. Regularly observed in south San Francisco Bay; no suitable breeding habitat on site.

**Page C.3-16, Section C.3.1.1.4, Table C.3-3 (Comment 12-13)**

~~Low potential. No suitable breeding habitat on site.~~ Moderate potential. Suitable breeding habitat is present along Coyote Creek.

**Page C-30, Section C.3.1.2.3 (Comment 12-13)**

~~Great Blue Heron Rookery (*Ardea herodias*). The great blue heron has no state or federal designation as a special status species; however, breeding colonies, or rookeries, are monitored by CDFG. One small rookery was observed in February 2000 by Wetlands Research Associates biologists along Coyote Creek near Milepost 5.1. Several herons were perched on nest structures in a large willow tree.~~ The great blue heron has no state or federal designation as a special status species; however, breeding colonies, or rookeries, are monitored by CDFG. One small rookery was observed in February 2000 by Wetlands Research Associates biologists along Coyote Creek near milepost 5.1. Several herons were perched on nest structures in a large willow tree. Great egret (*Ardea alba*), a CDFG Species of Special Concern at rookeries, also nests at the Coyote Creek rookery.

**Page C.3-33, Section 3.1.2.3 (Comment 31-29)**

...they have begun breeding in salt ponds around the bay ~~this century~~ during the twentieth century.

**Page C.3-53, Section C.3.2.4.1 (Comment 31-31)**

The primary form of habitat disturbance would be the use of heavy equipment during stringing of the line, and use of off-road vehicles within the ~~160-foot ROW~~ 100-130' ROW (see Project Description).

**Page C.3-63, Section C.3.2.4.2 (Comment 15-4)**

The proposed transmission line route parallels an existing PG&E Co. transmission line corridor along the northernmost 2.2 miles of its route only.

**Page C.5-2, Section C.5.1.2.1 (Comment 31-37)**

The proposed 115 kV ~~distribution lines~~ **power lines** generally follow established roadways ~~consisting of disturbed alluvial deposits and artificial fill.~~

**Page C.5-2, Section C.5.1.2.1 (Comment 31-37)**

Holocene sediments in the project area consist of bay mud, which grades laterally and interfingers with stream channel, levee, and overbank floodplain deposits of Coyote Creek and other tributary streams ~~(Helley and Wesling, 1990).~~ (Helly and Wesling, 1989).

**Page C.5-7, Section C.5.1.2.3 (Comment 31-39)**

The characteristics of significant local faults that ~~would~~ could contribute to the seismic shaking ~~hazards~~ along the proposed project are listed in ~~Table C.5-2,~~ Table C.5-4, Fault Activity.

**Figure C.6-1 (Comment 12-19)**

~~Milipitas Flood Control Channel~~ Milipitas Flood Control District's Lower Penitencia Creek facility

**Page C.6-2, Section C.6.1.2.1 (Comment 12-19)**

In its 80-mile length, Coyote Creek passes through two ~~flood control reservoirs~~ water supply reservoirs at the western base of the Diablo Range then flows northwest through the City of San Jose and ultimately empties into San Francisco Bay west of the project site.

**C.6-14, Section C.6.1.3 (Comment 12-20)**

The proposed project will require review, approval, and a permit from the Santa Clara Valley Water District. In accordance with District Ordinance 83-2, a District permit is required for any construction crossing or within 50 feet of a flood protection facility.

**Page C.7-2, Section C.7.1.2.1, Figure C.7-2 (Comment 28-3)**

Figure C.3-1 should be modified to show riparian forest habitat between Milepost's 5.6 and 6.7 west of the proposed transmission line route.

**Page C.7-2, Section C.7.1.2.1 (Comment 31-47)**

Three transmission lines with lattice-type towers and one wood pole line originate at the main substation and travel southeast through undeveloped open space. The proposed project alignment would parallel this existing transmission line corridor for approximately 2 miles and would be located about ~~60 feet~~ 85 feet west of it.

**Page C.7-8, Section C.7.1.2.1 (Comment 31-47)**

Heading ~~west~~ southwesterly along the alignment, which would be along the south side of the street, a high-rise hotel is on the north side of Montague, immediately west of I-880, with an office park to the west of the hotel, and another one on the south side of Montague. A gas station/car wash is on the southwest corner of Montague and McCarthy Boulevard/O'Toole Avenue, followed (on the west) by a one-story multimedia office complex. High technology offices are also on the northwest corner of the intersection.

Continuing ~~west~~ southwesterly, the alignment crosses Coyote Creek, then is lined on the south side of Montague by a complex of large Bekins Moving and Storage buildings.

**Page C.7-8, Section C.7.1.2.2 (Comment 31-47)**

The Don Edwards San Francisco Bay National Wildlife Refuge also provides recreational opportunities in the vicinity of the transmission line alignment. The federally owned refuge is west of the proposed project alignment from about MP 0.9 to about MP 6.6. However, trails within the federally owned refuge are a considerable distance from the alignment—generally

more than a mile. No other existing recreational facilities were identified in the vicinity of the 230 kV alignment.

**Page C.7-11, Section C.7.1.2.3 (Comment 31-48)**

As noted above, Pinewood Park is also in this neighborhood, approximately ~~1,600 feet north~~ 1,400 feet north of the substation. Another potentially sensitive receptor near the Trimble-Montague Upgrade Alternative is the Beverly Heritage Hotel, located on the north side of the Montague Expressway on the west side of I-880.

**Page C.7-20, Section C.7, Table C.7-1 (Comment 31-50)**

The jurisdictional heading in Table C.7-1 at the top of page C.7-20 should be City of San Jose (and not the City of Fremont).

**Page C.7-27, Section C.7.1.3.3 (Comment 12-22)**

Santa Clara Valley Water District. PG&E Co. would be required to obtain a District Construction/Encroachment Permit from the Water District.

**Page C.7-28, Section C.7.1.3.3 (Comment 31-50)**

It should be noted that the zoning of the substation site is inconsistent with the ~~City of Fremont's~~ City of San Jose's land use designation of the site as Light Industrial. It is County policy for its zoning to be consistent with city general plan designations for properties within their Urban Service Areas, and to re-zone any areas that are not consistent.

**Page C.7-35, Section C.7.1.3.3 (Comment 31-50)**

The segment of Bay Trail that parallels the proposed project from about MP 4.9 to MP 6.7 would be located on the east levee of Coyote Creek, while the transmission line would be ~~along~~ west of the west levee. However, a spur trail to the Bay Trail is proposed along this section of the west levee.

**Page C.7-50, Section C.7.3.1.1 (Comment 31-50)**

Along the southern portion of the alignment, within San Jose's jurisdiction, there are no existing or anticipated construction projects in close enough proximity to the project to result in cumulative construction impacts. (Again, potential cumulative construction traffic impacts are addressed in Section C.11.) While a sizeable construction project is currently underway in San Jose on the north side of the Trimble-Montague Upgrade Alternative alignment, the exterior of these high technology office buildings are completed and remaining construction will occur in the interior of the buildings. Consequently, the noise and dust impacts of that project have already occurred.



In late 2000, the City of Milpitas installed a 36" diameter sewer line adjacent to the Proposed 230 kV route between MPs 5.3 and 7.0.

Based on the above analysis...

**Page C.7-50, Section C.7.3.1.1 (Comment 31-50)**

The underground segment continues through the entire length of the business park, turning west at Lakeview Boulevard, then converting to ~~an overhead structure~~ two overhead structures at the end of Fremont Boulevard. From here the alignment heads south, entering the old Fremont Airport site and connecting with the proposed project alignment at MP 4.3.

**Page C.7-53, Section C.7.3.2 (Comment 6-19)**

Except as noted below, all of the operational impacts identified for the proposed project would apply to this alternative, although the impacts on future recreational trail users would be reduced to adverse, but not significant (**Class III**), with no mitigation recommended or required. ~~The one impact identified for the proposed project that would be avoided by this alternative is the impact related to inconsistency with Fremont General Plan Open Space Policy OS 2.1.2.~~ This segment of the project would also be inconsistent with the Fremont General Plan. No additional land use and recreation impacts would result from implementation of this alternative.

**Page C.7-53, Section 7.3.3.1 (Comment 31-50)**

As the alternative alignment veers southeast at I-880, it passes four hotels on the west side of the alignment. The New United Motors automobile factory is on the east side of the freeway. The alternative alignment continues hugging the west side of the freeway along the east side of Bayside Business Park.

**Page C.7-56, Section 7.3.5.1 (Comment 31-50)**

This alternative involves two 230kV lines that have different routes at the southern end, and a new 115kV connector ~~(approximately 1.5 miles long)~~ (approximately 2.3 miles long) as shown on Figure B.6-5. The first line ~~(the~~ follows the same alignment as the Westerly Route Alternative from MP 0.0 to the Los Esteros Substation; see Section C.7.3.4.1 for a discussion of the land jurisdiction and uses for along this line. The second line (currently connecting the Newark Substation with the Scott Substation in Santa Clara) would be connected to the Los Esteros Substation via a new ~~and follow the first line back to the existing 115kV transmission line right-of-way~~ 115kV transmission line and follow the first line back to the existing 115kV transmission line right-of-way. At about MP 5.3 the western line of the Westerly Upgrade Alternative turns southwest and follows the existing 115kV transmission line right-of-way towards Alviso.

**Page C.8-18, Section C.8.3.2 (Comment 31-51)**

The north side of Auto Mall Parkway near the alignment is lined with office and light industrial development. ~~Most Part~~ of the alignment segment along the west side of I-880 is through undeveloped open space. However, it passes several office developments and a heavy industrial area centered around the south end of Christy Street.

**Page C.8-19, Section C.8.3.3 (Comment 31-52)**

As the alternative alignment veers southeast at I-880, it passes four hotels on the west side of the alignment. The New United Motors automobile factory is on the east side of the freeway.

**Page C.9-4, Section C.9.1.2.3 (Comment 31-53)**

This study observed an association between the wiring configuration ~~on transmission lines of~~ distribution power lines outside of homes in Denver and the incidence of childhood cancer. Following publication of the Wertheimer and Leeper study, more than 50 major epidemiological studies regarding EMF have been conducted.

**Page C.9-17, Section C.9.3 (Comment 31-54)**

**San Jose Bomb Disposal Facility.** ~~A number Two~~ of the alternative transmission line routes (~~Westerly Route Alternative, Westerly Upgrade Alternative, and NRS Alternative~~) the Westerly Route Alternative and Westerly Upgrade Alternative pass the general vicinity of a San Jose Police Department facility used for training and disposal of bombs and explosive devices. ~~Due to the distance from the alternative routes (over 1,400 feet), the field levels from the 230 kV transmission line will be essentially indistinguishable from existing fields and are not expected to impact operation and use of this facility.~~ (The route for the 230 kV line that is part of the NRS alternative uses the easterly alternative that bypasses Los Esteros substation.)

**Page C.11-12, Section C.11.2.4.4 (Comment 31-55)**

Last sentence of Mitigation Measure T-1: Said measures shall be incorporated into an ~~access agreement/easement~~ encroachment permit with the applicable governing agency prior to construction.

## F.2 CHANGES TO THE SUPPLEMENTAL DRAFT EIR

The following page and section numbers indicate where changes have been made to the Supplemental Draft EIR. Deletions are indicated by strikeout and additions by underlines.

### Page 9, Section A.2 (Comment X-41)

The June 2000 Draft EIR presented detailed analyses of the project proposed by PG&E Co.: a 7.3-mile long 230 kV transmission line, a 24-acre substation, connections to the upgraded 115 kV ~~distribution system~~ transmission system, and a segment of 115 kV line in central San Jose.

### Page 10, Section A.2.1 (Comment X-41)

**115kV Connections and ~~Distribution Line Upgrade~~ Single Circuit 115 kV Line Upgrade:** The Los Esteros Substation would initially be connected to four existing 115 kV ~~distribution lines~~ transmission lines that connect to 115 kV substations and facilities (Kifer, Trimble, Montague, and Agnews). Connection to the Montague Substation would require replacement of a segment of an existing 115 kV single-circuit wood pole line with a double-circuit steel pole line along Trimble Road and Montague Expressway (in the City of San Jose).

### Page 13, Section A.2.2.1 (Comment X-41)

**Westerly Route Upgrade Alternative:** Following the same route as the Westerly Route above, this would be a different electrical configuration in which the two existing 115kV double-circuit lines would be removed and after two new 230kV double-circuit lines ~~would be installed~~ (with one operating at the 115 kV voltage) were installed and energized in order to maintain electrical service to the City of Santa Clara and downtown San Jose.

### Page 13, Section A.2.2.2 (Comment X-43)

This Supplemental Draft EIR includes analysis of six new or revised ~~alternative~~ alternatives: five potential modifications to the 230kV transmission line route and one new substation site alternative.

### Page 16, Section B.2.1 (Comment X-44)

Figure B-1 illustrates the substation site suggested by US DataPort, and the routes of the 230 kV and 115 kV lines entering and leaving the substation alternative. This substation alternative would be very close to PG&E Co.'s proposed site: the northwest corner of PG&E's proposed Los Esteros site would be located on the easterly boundary of the US DataPort Substation Alternative. ~~the proposed site would become the southeast corner of the US DataPort Substation Alternative~~

**Page 19, Section B.2.1 (Comment X-44)**

If the proposed route through the Bayside Business Park were selected, the underground route could be extended to the west of Fremont Boulevard, along Clipper Court and through the parking lot to the point where the ~~115 kV ROW enters the business park~~ proposed route enters the Bayside Business Park.

**Page 27, Section B.4 (Comment X-46)**

Thermal select backfill would be installed and compacted above the duct bank to ~~minimize heat transfer~~ maximize heat dissipation. After construction (if in a roadway), the road surface is paved in a manner acceptable to the city or agency having jurisdiction, or if in open space, the ground surface would be restored to a natural appearance.

**Page 33, Section C.2.6 (Comment X-47)**

Visual and noise impacts on recreational trail users would be greater with the US DataPort Substation Alternative because a trail alignment would pass immediately adjacent to the substation instead of about ~~1,500 feet~~ 600 feet north of it.

**Page 38, Section C.3.6 (Comment X-50); First paragraph:**

Construction of an underground route requires the excavation of two six to seven foot deep trenches along the entire length of this alternative. The Northern Underground Alternative will also require boring or trenching under the flood control channel crossing Cushing Parkway.

**Page 39, Section C.3.6 (Comment X-50); Last paragraph before Section C.3.7:**

The requirement for boring under the flood control channel is not likely to cause impacts to surface water; surface water impacts associated with the Northern Underground Alternative are similar to those ~~not more significant than the impacts~~ caused by an overhead route. However, impacts to groundwater hydrology and water quality are potentially greater with an underground alternative. ~~The overall impacts associated with the underground route would be greater than the tower construction activities~~ because of the required length of the continuous trench and the potential for shallow groundwater in the area. Both overhead and underground alternatives have potentially significant impacts (Class II) that can be reduced to less than significant levels with implementation of mitigation.

**Page 62, Section C.9.1 (Comment X-60)**

The Preserve will be located west of the proposed Fremont Boulevard, and PG&E Co.'s proposed location for the 230 kV line is also just west of Fremont Boulevard. Based on the USFWS comments, an additional mitigation measure is recommended to ~~reduce~~ ensure that potential predation impacts remain at ~~to less than significant levels (Class II)~~ (Class III).

**Page 64, Section C.9.2 (Comment H-9)**

Along the proposed 230 kV transmission line route, significant features for waterfowl and shorebirds are:

- The salt ponds between Mileposts 1.7 and 2.7
- The ~~Coyote Creek Flood Control Basin~~ Coyote Creek Flood Protection Facility east of the route between Milepost 4.9 and 6.7

**Page 71, Section D.1, Table D-1 (Comment G-7)**

Changes Evaluated	Conclusions
US DataPort Substation Alternative	When compared with the proposed Los Esteros Substation site, there is very little difference. The two sites are comparable.
Northern Underground Alternative	<del>This alternative is slightly preferred over the I-880-A Alternative and strongly preferred over the proposed route. The I-880-A Alternative is preferred over the Northern Underground Alternative.</del>

**Page 77, Section E (Comment X-63)**

Ryan, Thomas P. 2000. Biologist, San Francisco Bay Bird Observatory. Personal Communication with Sheila Byrne, Senior Biologist, Technical and Ecological Services, Pacific Gas and Electric Company. August 6.