



Aspen *Environmental Group*

PROJECT MEMORANDUM PG&E – TRI-VALLEY 2002 CAPACITY INCREASE PROJECT

To: Roosevelt Grant, CPUC
From: Vida Strong, Aspen Project Manager
Date: October 30, 2003
Subject: Weekly Report #58: October 20, 2003 – October 26, 2003
CPUC Environmental Monitor (EM): Anne Sweet

Summary of Activity:

Weather was clear throughout the subject week. The Essex Environmental Inspector (EI) conducted several environmental trainings throughout the week for new construction personnel.

Phase One:

The major build activities of the Phase One section of the Tri-Valley Project are complete and the line was officially released to operations in early-July. As reported by Essex, as-built packages were delivered to the City of Pleasanton and the Zone 7 Water Agency and Alameda Flood Control and Conservation District during the week of September 29. The Zone 7 release has been obtained. The City of Pleasanton's release is pending the release from Ruby Hills. The release from Ruby Hills is pending some financial issues.

Phase Two:

The Essex EI reduced monitoring beginning October 1, from full- to part-time now that the duct bank installation for Phase Two is complete. December 1 is the planned line energization date for this segment. Essex is preparing pre-energization notices to be distributed to all property owners along the alignment, 30 days prior to line energization.

At the Cayetano Substation site, the contractor continued component structure installation and testing. Work is completed on the fence around the perimeter of the station and a gate has been installed. The contractor locks the station area after work hours. The Essex EI reported that at the end of each day, the contractor installed ramps into the duct system and blocked the underground portion of the raceway to prevent wildlife entrapment. A water truck continually waters the area for dust suppression.

Crews have finished pulling cable between all vault locations and the cable termination structures at the Cayetano Substation and Transition Station. The contractor continued cable splicing at vaults CC-2 and DC-21 during the subject week. The Essex EI reported that the contractor covered all vault manholes to prevent wildlife entrapment.

Last month, the juvenile burrowing owls, which had occupied the nest located approximately 295-feet from the PSD yard site, began to disperse. During the subject week, the Essex EI continued to monitor the nest and surrounding area for owls.

Crews continued road upgrade and restoration operations east from Dagnino Road along the access road that follows the alignment to the Transition Station, part of which lies within a wetland exclusion buffer and wetland mitigation site for the Dublin Ranch Development. Crews applied additional water to

suppress fugitive dust along the disturbed project right-of-way. Because the road crosses three drainages, Essex coordinated with CDFG representative Janis Gan and the Dublin Ranch Development planners, HT Harvey & Associates, to identify and mitigate hydrology impacts by the road upgrade to the wetland mitigation area project being constructed on both sides of the subject road. It was requested that culverts be upgraded and new culverts be installed across the access road at three additional locations. Crews continued installing and upgrading the culverts during the subject week (see Figure 1). Crews also continued road grading and laying down a gravel base for the road. On Thursday, October 23, a hazardous materials spill was observed along the access road. The Essex EI was notified of the issue and the oil spill was cleaned up promptly.

At the Transition Station, crews continued grading and gravel installation, as well as pouring concrete for a V-ditch around the perimeter of the station. On Friday, October 17, the CPUC EM signed the proposed Temporary Extra Work Space (TEWS) request for access outside the Transition Station pad for grounding purposes during the connection from the Contra Costa-Newark line to the Transition Station poles. As documented, no clearing or grading will be required as part of the work, which is approved from October 17 to November 15. Biological and cultural resource surveys were conducted and no sensitive resources were identified; however, numerous burrows, which serve as potential California tiger salamander estivation habitat exist within the TEWS area. On October 23, the crew Forman and Essex EI informed the CPUC EM that after cutting the line, crews will then drag it over the TEWS area. The CPUC EM stated the line dragging was never mentioned either during the tour or subsequent discussions, and the information is not outlined in the signed TEWS. The CPUC EM was informed that crews later decided not to drag the line and will carry it instead (see Figure 2). The Essex EI amended the TEWS stating that burrows will not be impacted and that CDFG will be consulted. The Essex PM called later that afternoon with information that CDFG representative Janis Gan had been contacted and informed of the TEWS area usage and the planned precautions which will be taken to minimize impacts to burrows. Ms. Gan did not voice any concerns with the planned line transfer work. The Essex EI flagged the boundaries of the extra workspace, and pin flags were placed at burrows. In addition, yellow caution tape and lathe were installed to delineate vehicle traffic routes. On Friday, October 24, the contractor transferred the Contra Costa-Newark circuit to the monopole (see Figure 3). Crews cut the three lines, spliced in line extensions and strung them to the monopole during the day's operations. Prior to construction, the Essex EI conducted training for the crew performing the line transfer, and emphasized the importance of avoiding burrows and staying within the approved work limits. The Essex EI also walked in front of the truck and directed the vehicle around burrows until the vehicle was parked at the northern tower location. Three lines remain to be restrung to the H-Frame structure; these activities are planned for November 13.

Environmental Compliance:

For all operations, the CPUC EM observed that construction was in compliance with mitigation measures adopted in EIR and other permitting requirements.

Notices to Proceed (NTP):

No new NTPs were issued during the subject week.

Variance Requests: None.

Agency Personnel Contacts: None.

VARIANCE REQUEST STATUS TABLE
(Updated 10/30/03)

Variance Request #	Date Submitted	Description	Status	CPUC Approval Date
1	10/3/02	Temporary storage of bore pit spoils on the north side of the Arroyo del Valle bore crossing Stations 304+00 to 306+00.	Completed	10/17/02
2	12/19/02	40 feet of extra work space was requested on the south, east and west sides of the north bore pit associated with the Arroyo Del Valle jack and bore to install a sound barrier around boring operations, so that 24-hour construction could occur.	Completed	1/6/03
3	01/29/03	Approximate 200' by 300' extra workspace area east of the Isabel Ave jack & bore.	Completed	2/18/03
4	01/29/03	Approximate 120' by 320' extra workspace area north of the Hwy 84 jack & bore, and an 80' by 200' area south of the Hwy 84 bore.	Completed	2/18/03
5	02/12/03	Approximate 2.6-acre expansion of the approved Mueller Contractor Yard, City of Pleasanton.	Completed	2/25/03
6	05/19/03	Approximate 2.5-acre laydown area adjacent to the north side of May School Road for equipment and materials storage and contractor staging for the Phase Two portion of the project.	Completed	5/23/03
6-Modification	06/06/03	Allow clearing and grading at the 2.5-acre laydown area adjacent to the north side of May School Road.	Completed	7/8/03
7	07/01/03	Variance of Mitigation Measure 7.3 trench cover requirements to protect the San Joaquin Kit Fox deferring to the protocol outlined in the USFWS Biological Opinion.	Completed	7/22/03
8	7/25/03	Variance of Mitigation 7.4 for adjustments to burrowing owl protection mitigation measures per site-specific recommendations made by CDFG.	Completed	8/4/03
9	8/11/03	Variance to extend the PSD laydown yard, requesting an additional 82' by 270' area to the north of the yard, for parking and materials storage for the Phase Two portion of the project.	Completed	9/5/03



Figure 1 – Culvert installation along the access road being upgraded from Dagnino Road to the Transition Station, Phase Two.



Figure 2 – Crews carrying the transmission line over the TEWS area during line restringing operations., Phase Two.



Figure 3 –Line restringing operations to installed structures at the Transition Station., Phase Two.