



California Public Utilities Commission

Tri-Valley 2002 Electric Power Capacity Increase Project

November 2000

Draft Environmental Impact Report Being Prepared

You have received this newsletter because you have previously requested to be on the project mailing list, or because your residence or business is near PG&E's proposed project or one of the alternatives being studied in the EIR. Inside, you will find a map showing PG&E's proposed project, as well as the EIR alternatives, plus a brief description of the EIR alternatives.



The California Public Utilities Commission (CPUC) is preparing a Draft Environmental Impact Report (EIR) for the Tri-Valley 2002 Capacity Increase Project proposed by Pacific Gas & Electric Company (PG&E). The Draft EIR, expected to be released in December of this year, will analyze the potential environmental impacts of the proposed project, which would increase electric service to the Tri-Valley area by adding substations in North Livermore and Dublin, expanding the Vineyard Substation in Pleasanton, and installing approximately 23.5 miles of 230 kilovolt (kV) transmission lines to serve these substations. The EIR will also evaluate alternatives to PG&E's project, as required by California Environmental Quality Act (CEQA), which could eliminate or reduce some of the significant impacts of PG&E's proposed project.

Upon release of the Draft EIR, you will have the opportunity to review and make your views known to the CPUC about the adequacy of the Draft EIR's environmental analysis and which alternative (including PG&E's proposed project) you believe is superior. (See Schedule on page 5.)

PG&E applied to the CPUC in November 1999 for a permit to construct a transmission line and associated facilities, which is called a "Certificate of Public Convenience and Necessity" (CPCN). The CPUC is the Lead Agency under CEQA. The CPUC held public scoping meetings in May of 2000 to gather input on potential impacts of the proposed project and suggestions for alternatives. The EIR is being prepared by the CPUC and its independent consultant, following CEQA's requirements.

The CPUC is also reviewing PG&E's application for a CPCN under its General Proceeding decision-making process. The EIR will provide additional information for the CPUC to use in deciding whether to approve PG&E's application, and under what conditions.

Under CEQA's guidelines the CPUC's Draft EIR will include a detailed description of PG&E's project and an independent evaluation of the environmental impacts that could result from construction and operation of PG&E's project and the EIR alternatives. The EIR will analyze impacts to land uses, recreation, visual resources, water and air quality, traffic, wetlands, endangered species, public health and safety, noise, cultural resources, and other issue areas. In addition, the EIR will suggest mitigation measures to reduce or avoid potential impacts., as conditions of CPUC approval.

CONTENTS OF THIS NEWSLETTER

Draft EIR Being Prepared	1	EIR Schedule and Repositories	5
Project and Alternatives Map	2-3	EIR Information Available	6
Alternatives Evaluated in Draft EIR	4		

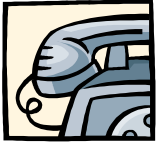
California Public Utilities Commission
Attention: Beth Shipley
c/o Aspen Environmental Group
235 Montgomery Street, Suite 800
San Francisco, CA 94104

PRESORTED
FIRST CLASS
US Postage
PAID
Permit #470
Santa Rosa CA

*Learn About the Tri-Valley 2002
Electric Power Capacity Increase EIR*

**One or More of the Electric Power
Transmission Routes Being Studied
Could Be Near Your Residence or Business**

EIR Information



Contact Information

For more information about the project, the environmental review process, or to get on the project mailing list, please call the **Project Hotline at (925)397-3041** (you may leave a voice message or send a fax to this number).

You may also send an email to the EIR team:

Tri-valley@aspeneg.com

Opportunities for Public Involvement

Everyone receiving this newsletter will be notified when the Draft EIR is released. Public meetings will be held to record written and verbal comments on the Draft EIR. Details on this process will be mailed in December 2000.

Internet Website

All are encouraged to check out the project website for information regarding the project or for viewing project documents. The address below links to the CPUC's project list page then click on the Tri-Valley Capacity 2002 Increase Project (A.99-11-025).

<http://cpuc.ca.gov/environment/projects.htm>

The CPUC's EIR Alternatives

The proposed project and EIR alternatives are shown on the accompanying map. Because of the geographic spread of this project, EIR alternatives are divided into four geographic areas (Pleasanton, Dublin/San Ramon, North Livermore, Tesla Connection/Phase 2). Each alternative could be combined with other alternatives or with portions of the proposed project to create a complete project. In addition to the "No Project" Alternative required by CEQA, the CPUC's EIR alternatives are:

Pleasanton Area Alternatives - These alternatives would replace the 5.5-mile portion of the proposed project between the Contra Costa-Newark tap in the Tesla-Newark corridor and the Vineyard Substation. The proposed project in this area would include 2.8 miles of overhead and 2.7 miles of underground transmission line. (Note: The "S3" Alternative in the July Scoping Report has been eliminated due to constraints identified during field review.)

- **Alternative S1: Vineyard-Isabel-Stanley**

In this alternative, the Contra Costa-Newark (CC-N) line would be tapped in the Tesla-Newark Corridor adjacent to Sycamore Grove Regional Park. The transmission line would be installed overhead from the Tesla-Newark corridor to the southwest corner of Highway 84 and Vineyard Avenue. The new 230kV line would follow the existing 60kV route. The overhead/underground transition point would be located about 100 feet southwest of the corner of Highway 84 continuing straight north to the point where it meets Vineyard Avenue. The underground line would continue on the south side of Vineyard to Isabel. It would be installed overhead along the west side of Isabel to Stanley Blvd., then turn west and be installed overhead along the north side of Stanley. It would cross Stanley Boulevard into Vineyard Substation, just before Bernal Avenue. This alternative is about 6.7 miles long with 1.1 miles underground (versus 5.5 miles of proposed route with 2.7 miles underground).

- **Alternative S2: Vineyard Avenue**

As with S1 above, this line would tap the CC-N line adjacent to Sycamore Grove Regional Park. It would be installed as an overhead 230kV line to Highway 84, then underground along Vineyard to Bernal. Where Vineyard meets Bernal Avenue, the line would turn north on Bernal (still underground) as it would in the proposed route, and into the Vineyard Substation. This alternative would be about 5.6 miles long; the first 1.1 miles would be installed overhead and the remainder underground.

- **Alternative S4: Eastern Open Space**

This alternative would follow the proposed route's overhead transmission line from a tap in the Tesla-Newark Corridor, 2.2 miles to a point where S4 would turn northeasterly away from the proposed route. The route would continue northeasterly and overhead for 1.2 miles, then transition to underground for the last 0.7 miles north to Vineyard Avenue. At this point, the S4 route would turn west on Vineyard, still underground, and follow the S2 route along the south side of Vineyard Avenue and Bernal into the Vineyard Substation. The total length of this alternative (from the Tesla-Newark tap to the Vineyard Substation) would be about 6.2 miles.

- **Local Generation**

A potential generation alternative would involve construction of an under-50 MW natural gas turbine power plant in the City of Pleasanton, located on one acre of land about 400 feet due north of the existing PG&E Vineyard Substation. This alternative would have no effect on the need for the northern portions of the project (Dublin and North Livermore Substations), but if constructed by mid-2002, it could defer the need for the Vineyard Substation upgrade.

Dublin Area Alternatives - One of the following alternatives would change the location of the proposed Dublin Substation, and both would eliminate the transmission line that connects that substation site with the North Livermore Area, as well as the connection to the CC-N line east of North Livermore Road.

- **Alternative D1: South Dublin**

The South Dublin Substation would be located between Fallon and Tassajara Roads, north of the I-580. It would be about 2,600 feet west of Fallon Road, about 1,000 feet north of the I-580 and immediately south of (and adjacent to) the future extension of Dublin Boulevard. The 230kV transmission line connection would be from the Vineyard Substation in the south. Starting at the Vineyard Substation, the transmission line would go north across Stanley until it reached the north side of the paved east-west roadway into the gravel area. Then it turns east for 0.25 miles to the corner, then it turns north for 0.35 miles. At this point, the route follows El Charro Road through the gravel quarries and continues to the south side of the I-580 interchange. At this point, the line would transition to underground, turning west to follow the south side of the Caltrans ROW, turning north and crossing the freeway ½ mile west of Fallon Road.

- **Alternative D2: Dublin - San Ramon**

PG&E's proposed Dublin Substation would be fed from the west (from PG&E's existing San Ramon Substation). The 230kV line from Dublin to San Ramon would follow PG&E's vacant ROW. Approximately one mile of the westernmost part of the route (from the ridgeline into PG&E's existing San Ramon Substation) would be installed underground. In addition, the San Ramon-Pittsburg line (a single circuit 230kV line) would need to be reconducted along its entire length (approximately 20 miles) along with some minor upgrades to the San Ramon Substation to increase power into the substation.

North Livermore Area Alternatives - Alternatives L1 and L2, following, would change the location of the proposed North Livermore Substation, and replace the transmission line that connects that substation to the CC-N line east of North Livermore Rd.

- **Variant P-1: Proposed Project with Underground Along North Livermore Road**

This alternative is identical to the proposed project, except that the one mile of north-south 230 kV transmission line along North Livermore Road would be installed underground. Two overhead/underground transition stations (one for each circuit) would be located just southwest of the corner of North Livermore Road and Manning Road.

- **Variant P-2: Proposed Project with Underground Along Manning Road and North Livermore Road**

This alternative follows the route of the proposed project, but would require underground installation of two components: (a) the 230 kV transmission line between the CC-N line (at its tap near Milepost B10.4) and approximately Milepost B13.2 (about 2.8 miles across north valley), and (b) the north-south 230 kV transmission line just west of North Livermore Road (about 1 mile).

- **Alternative L1: Raymond Road**

It would start at a tap to the CC-N line at the northeast corner of Ames Street and Raymond Road. A transition structure would take the line underground at that corner, and the line would run underground to the west for 1 mile to the corner of Raymond Road and Lorraine Road. The North Livermore substation would be located just northeast of this corner, immediately east of the farm/barn property that is just north of the Raymond/Lorraine corner.

- **Alternative L2: Hartman Road**

The 230kV transmission line route would be the same as for S1 above, but rather than turning west on Stanley Boulevard, the line would continue north for an additional 1.7 miles along the Highway 84 corridor to the I-580 junction. Between Stanley Boulevard and Jack London Boulevard, the line would be installed overhead and then from Jack London Boulevard north it would be underground. The underground line would turn west to a location just west of the Water Reclamation Plant and east of the end of the airport runways, cross Airway Boulevard at an angle to the northeast, then turn north again along Kitty Hawk. The line continues across I-580 and would continue underground approximately 1 to 1.3 miles north of I-580 to a North Livermore substation study zone in the southwest corner of the North Livermore development area, near Las Positas College. The whole study zone is adjacent to and immediately southeast of the future Hartman Road. The substation would occupy a 5-acre site in the study zone.

Alternative to Phase 2: Tesla Connection

- **Brushy Peak Alternative Segment**

Based on input from the East Bay Regional Parks District, an alternative to a portion of the proposed Phase 2 route south of Brushy Peak Preserve has been proposed to reduce visual impacts at the entrance of the park. This segment would move a portion of the Phase 2 transmission line south to a point near the future entrance to the Brushy Peak Preserve, so the line would not obstruct views north to the Peak.

- **Stanislaus Corridor**

A new 230 kV double circuit line would be constructed from Tesla Substation to the tap point of the selected alternative (either at about Milepost V17 for the proposed route or S4 alternative or near Milepost V14 for the S1 or S2 alternatives). This route would be about 14 miles long (if combined with the S1 or S2 alternatives) or 17 miles long (if combined with the proposed route or the S4 alternative). The Stanislaus Corridor is currently occupied by two parallel lattice tower lines that would be replaced with one set of tubular steel towers. At Tesla Junction, where the Stanislaus towers continue east across the Valley, the new line would turn northeast, for 2.1 miles into the Tesla Substation, paralleling an existing 115kV lattice line. This alternative would replace the 10 miles of PG&E's new Phase 2 Northern Corridor. (Note: This alternative replaces the "T1-Tiger Creek" Alternative described in the July Scoping Report due to actions taken by the CA Independent System Operator in the interim which made the Tiger Creek line unavailable.)

EIR Schedule and Information Repositories

Schedule:

November 1999	Pacific Gas & Electric Company applied to the CPUC for a permit to construct a transmission line and associated facilities.
April 2000	The CPUC issued a Notice of Preparation of the Environmental Impact Report (EIR).
May 2000	The CPUC held three scoping meetings in Pleasanton, Dublin, and Livermore to help determine the focus and content of the EIR (including Alternatives), and accepted written input as well.
July 2000	The CPUC published the Tri-Valley 2002 Capacity Increase Project EIR Scoping Report to present a summary of the issues and concerns presented by the public and various agencies during the comment period for the CPUC's Notice of Preparation (NOP). The Scoping Report also summarized the Alternatives expected to be analyzed in the EIR.
November 2000	This Project Newsletter is published to update the public and other agencies on the current EIR schedule and any changes made to the alternatives that are being analyzed in the EIR.
December 2000	Draft EIR to be published.
April 2001	Final EIR to be published.

EIR Information Repositories:

The repository locations listed below have information on the CPUC's EIR process, including project documents such as the Notice of Preparation of the EIR, the Initial Study, and the Scoping Report.

PLEASANTON PUBLIC LIBRARY

400 Old Bernal Avenue
Pleasanton, CA
Tel: (925) 931-3400

SAN RAMON LIBRARY

100 Montgomery Street
San Ramon, CA
Tel: (925) 973-2850

LIVERMORE PUBLIC LIBRARY

1000 South Livermore Avenue
Livermore, CA
Tel: (925) 373-5500

DUBLIN BRANCH LIBRARY (CIVIC CENTER)

7606 Amador Valley Blvd.
Dublin, CA
Tel: (925) 828 1315

CPUC CENTRAL FILES

505 Van Ness Avenue
San Francisco, CA
Tel: (415) 703-2045