

Attachment A: Data Request



Project: LS Power Grid's Collinsville 500/230 kV Substation Project

Title: Data Request #13

From: California Public Utilities Commission
Panorama Environmental, Inc.

To: LS Power Grid California, LLC (LSPGC)
Pacific Gas & Electric Company (PG&E)

Date: September 24, 2025

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n/a	DR-1: Requested Revision to LSPGC APM CUL-2 The CPUC requests the revisions to APM CUL-2 shown below to increase the avoidance buffers from 50 feet to 100 feet: LSPGC APM CUL-2: Avoid Environmentally Sensitive Areas. Cultural resource surveys would be performed for any portion of the Proposed Project area not yet surveyed (e.g., new or modified staging areas, pull sites, or other work areas). Cultural resources discovered during surveys would be subject to a <u>10050</u>-foot buffer around the boundary of each respective resource and designated as environmentally sensitive areas. Methods of environmentally sensitive area delineation may include, as applicable, flagging, rope, tape, or fencing. The environmentally sensitive areas should be clearly marked on all pertinent construction plans. Where operationally feasible, all NRHP- and CRHR-eligible resources would be protected from direct Proposed Project impacts by Proposed Project redesign (i.e., relocation of the line, ancillary facilities, or temporary facilities or work areas). In addition, all historic properties/historical resources would be avoided by all Proposed Project construction and restoration activities, where feasible. If work within the <u>10050</u>-foot buffer cannot be avoided, then monitoring would be required.	1	Please confirm if LSPGC agrees to the edits identified for APM CUL-2.	LSPGC
n/a	DR-2: Requested Revision to LSPGC APM CUL-3 The CPUC requests the revision to APM CUL-3 shown below to increase the avoidance buffer from 50 feet to 100 feet: LSPGC APM CUL-3: Inadvertent Discoveries. In the event that previously unidentified cultural resources are uncovered during implementation of the Proposed Project, all work within <u>10050</u> feet of the discovery would be halted and redirected to another location. A qualified archaeologist(s) would inspect the discovery and determine whether further investigation is required. The qualifications of the archaeologist(s) would be approved by the CPUC and U.S. Army Corps of Engineers (USACE). If the discovery can be avoided and no further impacts would occur, the resource would be documented on California Department of Parks and Recreation cultural resource records, and no further effort would be required. If the resource cannot be avoided and may be subject to further impact, the significance and NRHP and CRHR eligibility of the resource would be evaluated and, in consultation with the CPUC and USACE, appropriate treatment measures would be determined. All work would remain halted until a Secretary of the Interior-qualified archaeologist approves the treatment measures. Preservation in place would be the preferred means to avoid impacts to significant historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3), if it is demonstrated that resources cannot feasibly be avoided, and if the unearthed resource is prehistoric or Native American in nature, a Native American representative, in consultation with the CPUC and USACE, would develop additional treatment measures, such as data recovery consistent	2	Please confirm if LSPGC agrees to the edits identified for APM CUL-3.	LSPGC

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	<i>with CEQA Guidelines 15126.4(b)(3)(C-D). Archaeological materials recovered during any investigation would be curated at an accredited curation facility or transferred to the appropriate tribal organization.</i>			
n/a	DR-3: Removal of APM GEN-1 LSPGC provided the CPUC with a scour analysis; therefore, we believe APM GEN-1 below can be removed: LSPGC APM GEN-1: Scour Analysis. <i>LSPGC would submit a Scour Analysis to the USACE evaluating the appropriate burial depth of the proposed LSPGC 230 kV Submarine Segment’s cables. The evaluation would consider the potential scour and dredging activities along the cables’ alignment. Following the USACE’s review, LSPGC would provide the study to the CPUC for its records.</i>	1	Please confirm APM GEN-1 can be deleted.	LSPGC
n/a	DR-4: Removal of APM TRA-1 We recommend deleting APM TRA-1 as it appears to be deferral of analysis, and the EIR needs to disclose all impacts: LSPGC APM TRA-1: Navigational Study. <i>LSPGC would submit a Navigational Study to the USCG documenting the potential effects of the construction and O&M of the Proposed Project on boat navigation within the Suisun Marsh and the Delta. Following the USCG’s review, LSPGC would provide the study to the CPUC for its records prior to in-river construction. LSPGC would utilize the navigational study to reduce impacts to travel during construction.</i>	1	Please confirm APM TRA-1 can be deleted.	LSPGC
n/a	DR-5: Removal of APM UTIL-1 LSPGC provided the CPUC with an induction study; therefore, we believe APM UTIL-1 below can be removed: LSPGC APM UTIL-1: Induction Study. <i>An induction study would be conducted to evaluate the potential effects of the Proposed Project on pipelines in its vicinity. The study would include applicable standards of the NESC pertaining to the need for interference analysis and anti-corrosion/cathodic protection. The study would model the electrical interference effects on pipelines during different electrical conditions, such as maximum load and fault conditions. Additionally, the study would perform a coating stress voltage and alternating current (AC) density analysis on the pipelines. The induction study would recommend AC mitigation methods based on the findings. All recommendations of the study would be incorporated into the final engineering and design for the Proposed Project.</i>	1	Please confirm APM UTIL-1 can be deleted.	LSPGC
n/a	DR-6: Clarification and Requested Revisions to PG&E CM FIRE-1 The CPUC requests the identified clarifications and revisions to CM FIRE-1 as described: PG&E CM FIRE-1: Fire Risk Management. <i>PG&E would follow its relevant California Public Resource Code provisions current and the then-current company-specific standard for preventing and mitigating fires while performing PG&E work. fire risk management procedures, including PG&E would utilize a project-specific safety plan to outline</i>	1	Does “standard fire risk procedures” in CM FIRE-1 refer to PG&E Utility Standard TD-1464S? If the procedures in PG&E Utility Standard TD-1464S are inclusive of all the proposed procedures applicable to CM FIRE-1, can the measure be amended to state: “PG&E would follow its standard fire risk procedures <u>described in PG&E Utility Standard TD-1464S</u> , including...”?	PG&E – PG&E’s fire safety procedures are regularly updated with the latest safety features and requirements. The Standard number can change with the updates (and, indeed, TD-1464S has been superseded), so we suggest not using the #. Please see suggested edits.
		2	Please provide a copy of any other standard procedures that PG&E proposes to implement.	PG&E – Please see previous response. It is not feasible to list all current standard procedures in a Construction Measure, and the applicable measures are project-specific.

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	and ensure compliance with safe work practices, work permit programs, training, and fire response. These procedures would <u>Examples of the measures in the wildfire prevention and mitigation standard include, but are not limited to, the following practices: Proposed Project personnel would be directed to park away from dry vegetation. When working on unpaved roads where the ignitions may be probable due to dry vegetation, park vehicles in an area cleared of vegetation (e.g., paved, gravel or cleared to bare mineral soil) or otherwise where suitable to avoid fire ignitions. During fire season in designated State Responsibility Areas, During dry months, all motorized equipment driving off on unpaved or maintained gravel/dirt right-of-way or roads have federally approved or must have installed State-approved spark arrestors. When traveling to the jobsite, or when operating on unimproved roadways, passenger vehicles are to carry one dry chemical fire extinguisher (rated ABC) and one round point shovel. Trucks (1/2 ton or larger) and all-terrain vehicles (ATVs) are to carry one dry chemical fire extinguisher (rated ABC), one round point shovel and one, 5-gallon backpack pump-type fire extinguisher. Heavy machinery or equipment (e.g., tractors, tub grinders, whole tree chippers, excavators, bulldozers) must have one dry chemical fire extinguisher (rated ABC), one round point shovel and one 5-gallon backpack pump-type fire extinguisher in the operating area but these are not required to be affixed to heavy machinery or equipment. All off road vehicles would be equipped with a backpack pump (filled with water) and a shovel, or other comparable fire safety equipment. Fire resistant mats and/or windscreens would be used when welding. In addition, during fire “red flag warning” advisory conditions (as determined by the National Weather Service CAL FIRE) or other very high fire risk conditions, welding certain work activities will be curtailed or temporarily stopped unless work is deemed an emergency. Every fuel truck would carry a large fire extinguisher with a specified minimum rating, minimum rating of 40 B:C, and all flammable materials would be removed from equipment parking and storage areas. All flammable chemicals must be clearly labeled and stored in approved containers away from ignition sources.</u>	3	Please confirm if PG&E agrees to the edits identified for CM FIRE-1 shown, which would remove “...in designated State Responsibility Areas...”.	PG&E – yes.
n/a	DR-7: Clarification and Requested Revisions to PG&E CM HAZ-1 The CPUC requests the revision to CM HAZ-1 shown below to remove “Proposed Project construction would involve soil surface blading/leveling, excavation of up to several feet, and augering to a maximum depth of 35 feet in some areas...” as this information is not applicable to the CM and the depth of excavation described is outdated.	1	Please confirm if PG&E agrees to the edits identified for CM HAZ-1 shown, which would remove “Proposed Project construction would involve soil surface blading/leveling, excavation of up to several feet, and augering to a maximum depth of 35 feet in some areas...”.	PG&E – yes.

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	PG&E CM HAZ-1: Hazardous-Substance Control and Emergency Response. PG&E would implement its hazardous substance control and emergency response procedures to ensure the safety of the public and site workers during construction. The procedures identify methods and techniques to minimize the exposure of the public and site workers to potentially hazardous materials during all phases of Proposed Project construction through operation. They address worker training appropriate to the site worker's role in hazardous substance control and emergency response. The procedures also require implementing appropriate control methods and approved containment and spill-control practices for construction and materials stored on-site. If it is necessary to store chemicals on-site, they would be managed in accordance with all applicable regulations. Material safety data sheets would be maintained and kept available on-site, as applicable. Proposed Project construction would involve soil surface blading/leveling, excavation of up to several feet, and augering to a maximum depth of 35 feet in some areas. In the event that soils suspected of being contaminated (on the basis of visual, olfactory, or other evidence) are removed during site grading activities or excavation activities, the excavated soil would be tested, and if contaminated above hazardous waste levels, would be contained and disposed of at a licensed waste facility. The presence of known or suspected contaminated soil would require testing and investigation procedures to be supervised by a qualified person, as appropriate, to meet state and federal regulations. All hazardous materials and hazardous wastes would be handled, stored, and disposed of in accordance with all applicable regulations, by personnel qualified to handle hazardous materials. The hazardous substance control and emergency response procedures include, but are not limited to, the following: • Proper disposal of potentially contaminated soils. • Establishing site-specific buffers for construction vehicles and equipment located near sensitive resources. • Emergency response and reporting procedures to address hazardous material spills. • Stopping work at that location and contacting the County Fire Department Hazardous Materials Unit immediately if visual contamination or chemical odors are detected. Work would be resumed at this location after any necessary consultation and approval by the Hazardous Materials Unit.			
n/a	DR-8: Construction Schedule Duration The proposed construction schedule (Table 2-10 in the Project Description) shows construction is expected to start May 1, 2026 (survey) and end July 17, 2028 (cleanup and restoration). The text summary provided by LSPGC stated construction is expected to occur for 24 months; however, this period spans approximately 27 months.	1	Please confirm our understanding of the construction period is 27 months for the dates identified.	LSPGC

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n/a	DR-9: Alternative Site Cultural Resources Memo Pinon Heritage completed a review of the alternative site cultural resources memo: <i>Supplemental Cultural Resources Inventory Evaluation for the Collinsville 500/230 Kilovolt Substation Project – Alternative Site on PG&E Land</i> (September 10, 2025). The following revisions are requested. Additional comments and requests for revision may be submitted following CPUC’s meeting with LSPGC and Insignia.	1	Please revise the Collinsville alternative site cultural report to incorporate the eligibility evaluations that were originally included in the associated memo.	LSPGC
		2	Please expand the discussion of eligibility to include a brief discussion of all four Criteria and all 7 aspects of integrity for each resource.	LSPGC
n/a	DR-10: Alternative 6 Duct Bank Access Corridor The CPUC requests clarification regarding the proposed duct bank corridor for Alternative 6 and if any long-term or as needed operational access would be required along the corridor to access equipment, and if an access road would be maintained along the duct bank corridor after construction. It is understood that at a minimum, a temporary construction access corridor would be required along the duct bank, and within the defined construction work area limits.	1	Please explain if any long-term or as needed operational access would be required along the duct bank corridor identified for Alternative 6 to access equipment.	LSPGC
		2	Would any permanent access road be maintained along the duct bank corridor, or would the temporary construction access and workspace areas be completely restored following construction?	LSPGC
		3	How deep below the ground surface would the duct bank be installed? What is the depth of soil that would be restored above the duct bank after installation?	LSPGC
n/a	DR-11: Collinsville Substation Footprints for Alternatives 1 and 2 Based on the GIS data provided by LSPGC for Alternatives 1 and 2, it appears the Alternative 1 substation footprint is approximately 12.9 acres, and the Alternative 2 substation footprint is approximately 9.7 acres. The Proposed Project substation footprint is approximately 12.7 acres. The substation footprint refers to the total permanent impact area.	1	Please verify the acreage and GIS data for the Alternatives 1 and 2 substations are accurate. Please explain why the Alternative 2 substation footprint is roughly 3 acres less than the Proposed Project and Alternative 1.	LSPGC
n/a	DR-12: API for Submarine Segment The area API/area of investigation for the submarine segment was expanded in 2025; however, GIS data for the expanded survey area was not provided.	1	Please provide the GIS data for the API for the submarine segment inclusive of the entire area of evaluation.	LSPGC
n/a	DR-13: Updated Federal Aviation Administration (FAA) Screening Tool Results for Increased Maximum Structure Heights The PEA included the preliminary results of FAA’s screening tool for potential air navigation obstructions based on the original design for a portion of the Proposed Project structures. In addition, LSPGC Response #1 to Data Request #1 included the results of preliminary FAA notifications and aeronautical study determinations of potential aviation hazards pursuant to Title 14, Section 77.9 of the CFR. LSPGC and PG&E have increased the maximum heights for certain structures in the Project Description since the FAA determinations were obtained. An updated evaluation of the increased maximum structure heights is needed using FAA’s screening tool to verify taller structures would not result in air navigation hazards and to support the EIR impact analysis. The current maximum heights of 230 and 500 kV structures are identified in Table 2-2 of the Project Description, which identify heights up to 150 feet for LSPGC 230 kV TSPs; up to 150 feet for PG&E 500 kV interconnection TSPs and 155 feet for LSTs; and up to 145 feet for PG&E 500 kV transposition structures. The tallest LSPGC Collinsville Substation feature would be up to approximately 90 feet tall. The PG&E microwave tower would be up to 199 feet tall.	1	Please complete an FAA screening tool review of all proposed aboveground project structures using the maximum heights identified in the current EIR Project Description. Ensure the maximum potential heights are used for all aboveground structures with consideration to their proposed location and the final engineered grade above existing ground level. Please provide the results of the FAA screening tool results, including the coordinates, elevations, structure types, structure IDs, and structure heights.	LSPGC

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