

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



July 24, 2025

Dustin Joseph, AICP
LS Power Grid California, LLC
16150 Main Circle Drive, Suite 310
Chesterfield, MO 63017

Re: Data Request #8 for LS Power Grid California, LLC's Collinsville 500/230 Kilovolt Substation Project (A.24-07-018)

Dear Mr. Joseph and Ms. Lambert:

The California Public Utilities Commission (CPUC) Energy Division submits the attached Data Request #7 associated with LS Power Grid California, LLC's (LSPGC) Certificate of Public Convenience and Necessity (CPCN) Application (A.24-07-018) for the Collinsville 500/230 Kilovolt (kV) Substation Project. Attachment A of this data request contains questions and requested information applicable to LSPGC. The CPUC is requesting that LSPGC submit responses to this data request by August 4, 2025 to support timely analysis of alternatives.

Please direct questions related to this request to me at Connie.Chen@cpuc.ca.gov.

Sincerely,

connie chen

Connie Chen
Project Manager, Energy Division

Attachment A: Data Request #8

cc: Michelle Wilson, CPUC Energy Division
Susanne Heim, Panorama Environmental, Inc.

Attachment A: Data Request



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

Title: Data Request #8

From: California Public Utilities Commission
Panorama Environmental, Inc.

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

Date: July 24, 2025

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Transportation

Section/Page Reference	CPUC Comment	Request ID	CPUC Request	LSPGC/PG&E Response
	<p>DR-1: Peak and Average Workers and Trip Generation</p> <p>Based on information in Project Description, Section 2.6, Construction Workforce, related to peak (206) and average (72) number of workers and anticipated worker commute distances (120 miles RT) there is a minor discrepancy of ~ 10 worker commutes between the calculated VMT Data provided in the AQ/GHG Calculations Spreadsheet dated 6/27/25 and the product of 72 workers X120 miles per day. I cannot manipulate the VMT information to get peak or average workers; however, the AQ/GHG Calculations Spreadsheet shows that there would be a maximum of 292 daily worker commutes during peak construction and 97 daily worker commutes on average which equals 11,640 average daily VMT. The Average Daily VMT provided in the AQ/GHG Calculations Spreadsheet is 12,784.</p>	1	<p>Please revise the following text from Section 2.6, Construction Workforce, to conform to the numbers used to provide the maximum daily, average daily, and total VMT and trips by worker commutes and by construction vehicle trips in the AQ/GHG Calculations Spreadsheet dated 6/27/2025.</p> <p>Construction of the Proposed Project components would occur simultaneously. The peak employment is anticipated to be approximately 206 workers per day but, on average, the workforce on site would be smaller (approximately 72 workers). Total vehicle round trips during this construction period would be approximately 282 per day, consisting of approximately 40 truck trips (based on substation cut and fill) as well as 243 automobile worker trips).</p>	

Alternatives

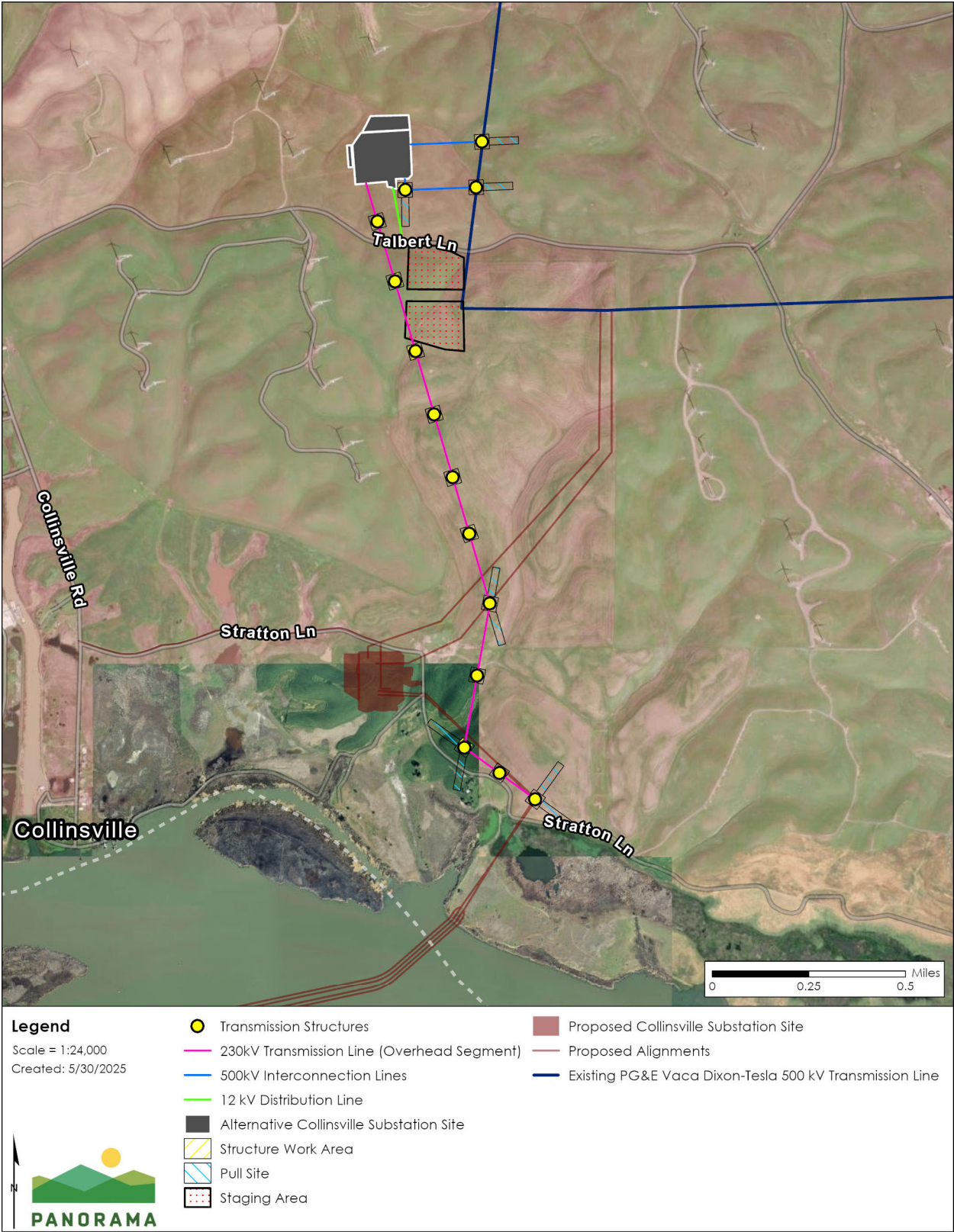
Section/Page Reference	CPUC Comment	Request ID	CPUC Request	LSPGC/PG&E Response
n/a	<p>DR-2: 12 kV Distribution Line for Alternatives 1 and 2</p> <p>The GIS data for Alternatives 1 and 2 include 12 kV distribution lines, but do not include structures for those lines.</p>	2	<p>Please clarify whether the 12 kV line shown in the GIS data for Alternatives 1 and 2 is an existing line or if it will be a newly constructed line. If it is new construction, please provide GIS data for the location of the support structures and confirm that wood poles would be used for the structures. If the 12kV distribution line would be buried please clarify the depth of burial and dimensions of the trench and provide a typical detail for the buried conduit.</p>	
n/a	<p>DR-3: Access Roads for Alternatives 1, 2, and 4</p> <p>The GIS data for Alternative 1 (substation site north of Talbert Lane), Alternative 2 (substation site east of wind energy substations), and Alternative 4 (230 kV overhead segment alternative route on PG&E property) show access roads servicing the 230 kV overhead line and other project elements, but there is no information about whether these roads are existing or new construction or whether they will be temporary or permanent access roads. This matters when it comes to environmental impacts because, per the Project Description, the impact areas are different depending on the type of road, i.e., the road width for existing unpaved roads is 36 feet while the road width for new temporary access roads is 16 feet.</p>	3	<p>Please provide GIS data that clarifies the type of roads that will be used for access to the project elements for Alternatives 1, 2, and 4. In the GIS data, please include whether the road is (1) an existing road vs new construction and (2) temporary or permanent.</p> <p>Please also confirm that the road widths are 36 feet for existing unpaved roads and 16 feet for new temporary roads. Also include widths for any other types of access roads that may be used in the alternatives.</p> <p>Please complete Table 1 provided on the following page for Alternative 1 (substation site north of Talbert Lane), Alternative 2 (substation site east of wind energy substations), and Alternative 4 (230 kV overhead segment alternative route on PG&E property) separately. We will need separate analysis of each alternative requiring separate details on access roads for each alternative.</p>	

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n/a	<p>DR-4: Alternative 1 and Alternative 2 Substations 500 kV Interconnection Line Structures</p> <p>The GIS data provided appears to show one 500 kV interconnection LST just south of the Alternative 1 substation and no structures for the northern line within the substation or adjacent the substation (see Figure 1 below). Where would the northern line tie into the substation? Would the southern 500 kV LST be a transition structure or a separate LST with a separate transition structure located within the substation?</p> <p>The GIS data provided appears to show one 500 kV interconnection LST just north of the Alternative 2 substation and no structures for the southern line within or adjacent the substation (See Figure 2 below). Where would the southern line tie into the substation? Would the northern 500 kV LST be a transition structure or a separate LST with a separate transition structure located within the substation?</p>	4	Please review the Figures for Alternative 1 and Alternative 2 below and provide updated GIS data that reflects the location of the structures for the northern and southern 500 kV interconnection lines for each alternative respectively. Please also clarify if the poles for the 500 kV interconnection lines in each case would be LSTs or TSPs.	
n/a	<p>DR-5: Helicopter Use and Landing Zones for Alternatives 1, 2, and 4</p> <p>Chapter 2 Project Description states “Helicopter takeoff and landing areas would be located within each pulling site and staging area. Each landing zone would be approximately 200 feet by 200 feet.”</p>	5	Please verify that the statement about helicopter takeoff and landing areas also applies to Alternatives 1, 2, and 4. If any staging or pulling areas would not be used for helicopter takeoff and landing for the alternative or if any additional areas would be needed for helicopter takeoff and landing, please define those areas.	
n/a	<p>DR-6: Staging Areas for Alternatives</p> <p>The GIS data provided for Alternatives 1 and 2 include two staging areas for each alternative substation site. Would any of the Proposed Project staging areas be used for Alternatives 1 and 2 respectively for construction of the 230 kV overhead segment Or are any additional staging area locations proposed for the 230 kV overhead segment?</p>	6	Please verify the staging area needs for construction of Alternatives 1 and 2 including construction of the longer 230 kV overhead transmission line. If any of the Proposed Project staging areas would be used for the alternative construction, please specify which ones would be used. If additional staging areas would be used for the 230 kV overhead transmission line, please provide the locations of those staging areas in GIS.	
n/a	<p>DR-7: Water Use Estimates for Alternatives 1, 2, and 4</p> <p>Would construction of Alternatives 1, 2, or 4 result in any difference in the total quantity of water use (e.g., for concrete or dust control) compared to the Proposed Project.</p>	7	Please provide a quantity of water required for construction of Alternatives 1, 2, and 4 if the total water demand differs from the Proposed Project in any way due to differences in length of the 230 kV line or increased or reduced grading.	
n/a	<p>DR-8: Waste Volume for Alternatives 1, 2, and 4</p> <p>Would construction of Alternatives 1, 2, or 4 result in any difference in the volume of waste generated compared to the Proposed Project?</p>	8	Please provide a quantity of solid waste generated during construction of Alternatives 1, 2, and 4, if the total volume of solid waste generated differs from the Proposed Project due to differences in the length of the 230 kV line or other differences from the Proposed Project.	

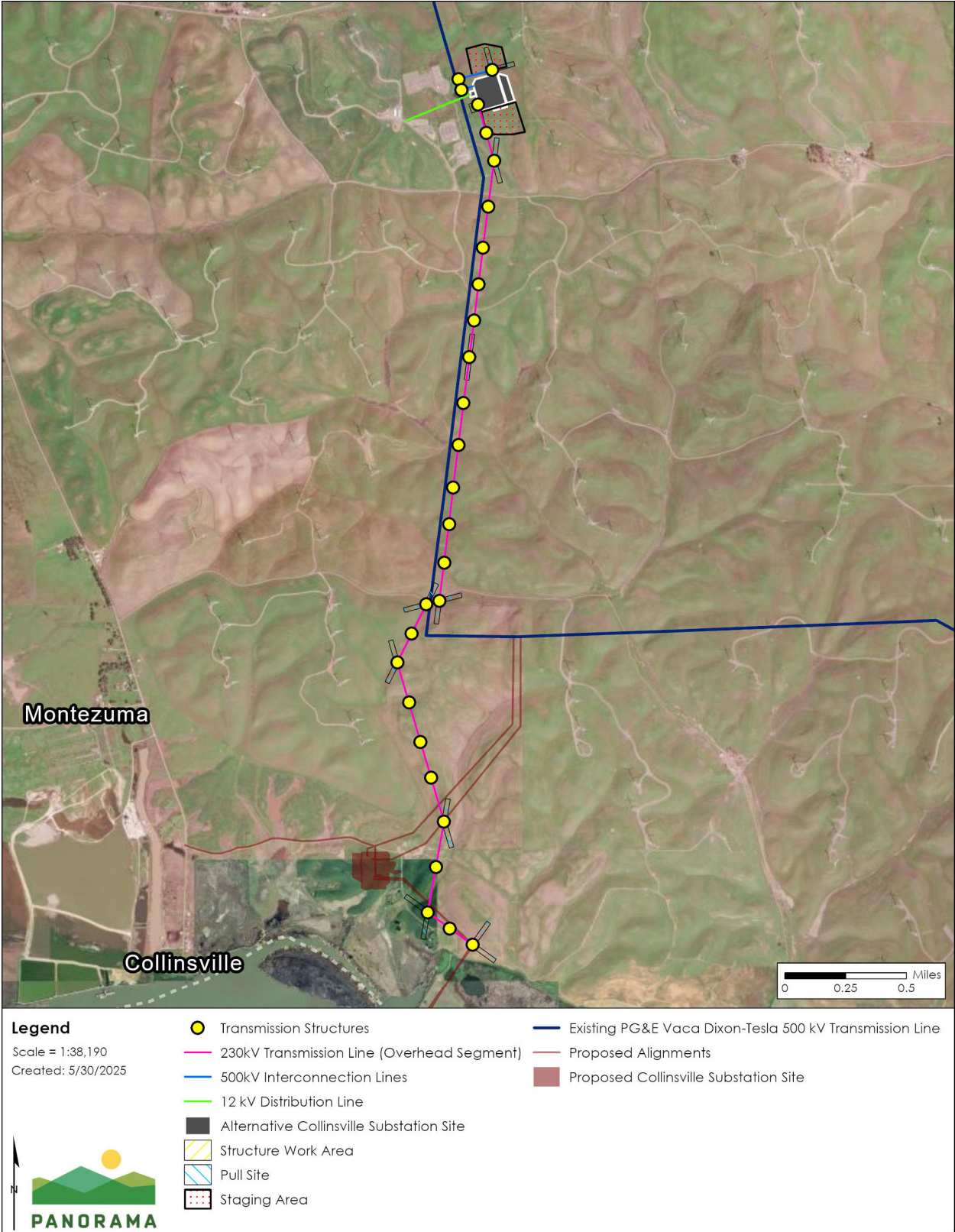
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Figure 1 Alternative 1



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Figure 2 Alternative 2



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Table 1

Type	Description	Approximate total length	Typical width	Approximate total area ^b
Existing unpaved roads	Dirt or gravel roads traversing undeveloped areas primarily used for agricultural purposes or wind farm access		36 feet	
New permanent access roads	Limited to the new gravel for the proposed LSPGC Collinsville Substation		30 feet	
Temporary access roads	Temporary access roads that would be bladed to create a safe path for equipment across primarily undeveloped land or wind farms to access structure locations		16 feet	