August 1, 2025

VIA EMAIL

Ms. Connie Chen
California Environmental Quality Act Project Manager
California Public Utilities Commission Energy Division
505 Van Ness Avenue
San Francisco, California 94201

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

Dear Ms. Chen,

As requested by the California Public Utilities Commission (CPUC), LS Power Grid California, LLC (LSPGC) has collected and provided the additional information that is needed to continue the environmental review of the Collinsville 500/230 kilovolt (kV) Substation Project (Application 24-07-018). This letter includes the following enclosures:

- A Response to Data Request Table providing the additional information requested in the Data Request #8, received July 24, 2025.
    - Attachment A: Alternative 12kV Distribution Lines
    - Attachment B: Road Usage
    - Attachment C: Alternative Staging Yards

The attachments listed above can be accessed via the following link:

LSPGC Response to CPUC DR-8

Please contact us at (925) 808-0291 or djoseph@lspower.com with any questions regarding this information. If needed, we are also available to meet with you to discuss the information contained in this response.

Sincerely,

Dustin Joseph

Dustin Joseph
Director of Environmental

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Enclosures

cc: Jason Niven (LSPGC)
Doug Mulvey (LSPGC)
Lauren Kehlenbrink (LSPGC)
Clayton Eversen (LSPGC)
David Wilson (LSPGC)
Michelle Wilson (CPUC)
Aaron Lui (Panorama)
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DATA REQUESTS

Transportation

Section/Page Reference	CPUC Comment	Request ID	CPUC Request	LSPGC/PG&E Response
	DR-1: Peak and Average Workers and Trip Generation 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.	1	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. 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).	LSPGC: 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 292 per day, consisting of approximately 40 truck trips (based on substation cut and fill) as well as 252 automobile worker trips). PG&E: LSP has indicated that this high-level information includes PG&E's estimates. It appears reasonable to PG&E.

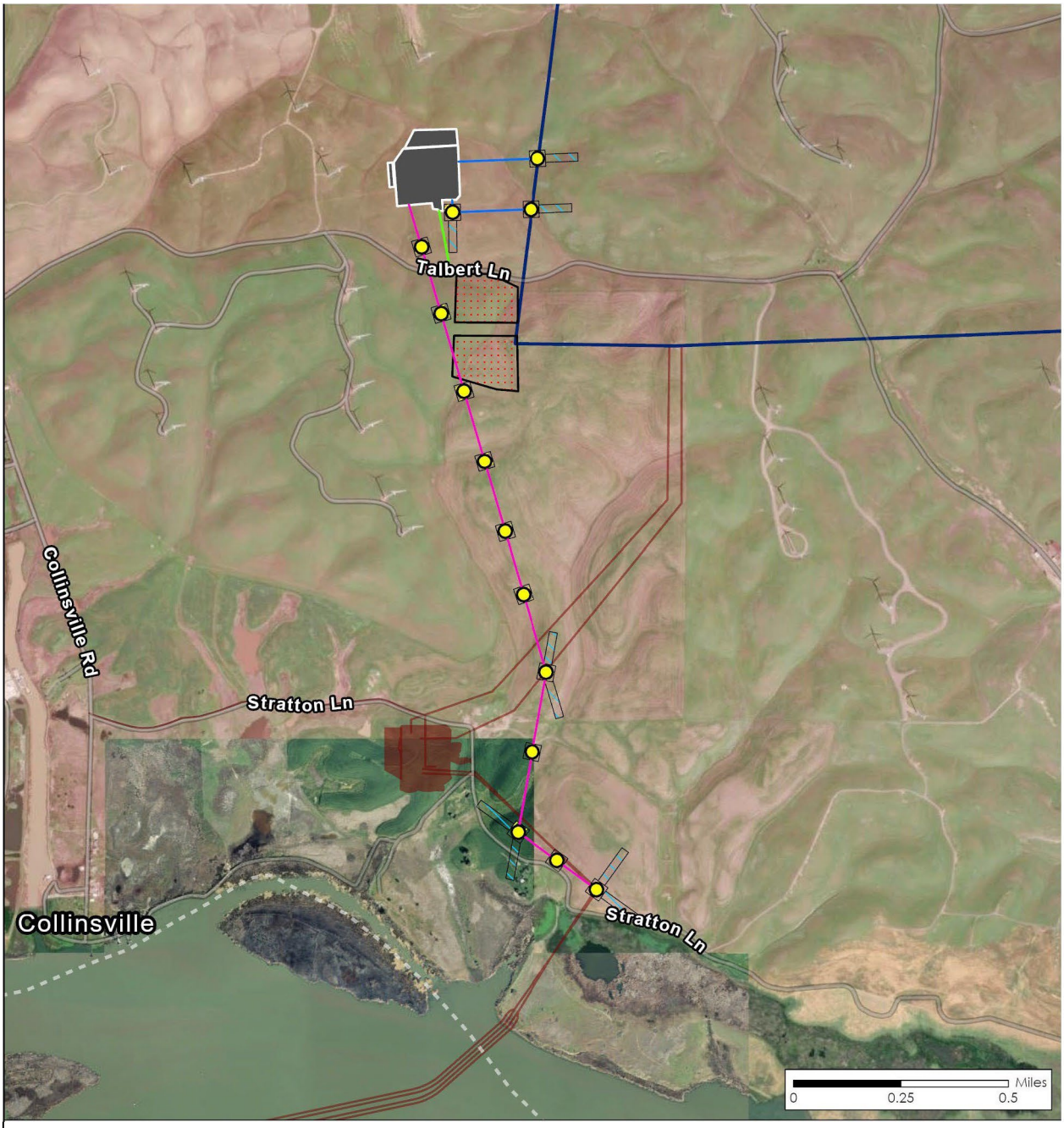
Alternatives

Section/Page Reference	CPUC Comment	Request ID	CPUC Request	LSPGC/PG&E Response
n/a	**DR-2: 12 kV Distribution Line for Alternatives 1 and 2** The GIS data for Alternatives 1 and 2 include 12 kV distribution lines, but do not include structures for those lines.	2	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.	LSPGC: The 12 kV line indicated in the GIS data for Alternatives 1 and 2 will be newly constructed. **Attachment A** provides support structure locations. The wood poles will be approximately 40 feet in height, with diameters of three to four feet, and will be embedded six to ten feet deep. PG&E: Appears reasonable.
n/a	**DR-3: Access Roads for Alternatives 1, 2, and 4** 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.	3	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. 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. 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.	LSPGC: The type of roads that will be used for access to the project elements for Alternatives 1, 2, and 4 are provided in the attached GIS Data. New permanent roads are 20 feet in width and 16 feet in width for new temporary roads. Table 1 has been updated with these details. In addition, **Attachment B** includes a layer with the proposed uses. PG&E: Appears reasonable.

Section/Page Reference	CPUC Comment	Request ID	CPUC Request	LSPGC/PG&E Response
n/a	**DR-4: Alternative 1 and Alternative 2 Substations 500 kV Interconnection Line Structures** 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? 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?	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.	LSPGC: The structures depicted in the Figures for Alternative 1 and Alternative 2 accurately represent the locations of the northern and southern 500 kV interconnection line structures for each respective alternative. It should be noted that A-Frame structures, which will be situated within the substation fence line, are not illustrated in the Figures. PG&E: All 500 kV structures for Alternatives 1 and 2 would be TSPs, with one TSP for each phase, 3 TSPs for each location, or 6 TSPs total at the existing 500 kV line for each alternative. If an angle is needed outside of the new substation for entry into the substation, an additional 3 TSPs would be utilized per 500 kV line. The locations of the 500 kV lines on the figures/kmzs submitted by LSPCG are high-level, preliminary and have not been verified on the ground by PG&E engineers. PG&E typically prefers a narrower corridor for a looped line than is shown for Alternative 1 but this may be appropriate given the terrain and substation equipment configuration. In any event, these high-level depictions should be sufficient for purposes of environmental analysis.
n/a	**DR-5: Helicopter Use and Landing Zones for Alternatives 1, 2, and 4** 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.”	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.	LSPCG: This statement would apply to the Alternatives 1, 2, and 4. PG&E: Appears reasonable.
n/a	**DR-6: Staging Areas for Alternatives** 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?	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.	LSPGC: The staging areas shown in Figure 1 below are incorrect. The designated staging areas for Alternative 1 are detailed in **Attachment C.** No additional staging areas are expected to be required for Alternative 1. For the extended 230 kV overhead transmission line on Alternative 2, approximately 4 acres of land located further south would be used as additional staging space. The GIS data for this staging area is also included in **Attachment C.** PG&E: PG&E’s scope of work for these alternatives is relatively confined and PG&E assumes the closest staging areas could also be used by PG&E.
n/a	**DR-7: Water Use Estimates for Alternatives 1, 2, and 4** 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.	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.	LSPCG: Water required estimates are anticipated to be approximately 66% (10,000,000 gallons total) greater for Alternative 1 and 25% (7,500,000 gallons) for Alternative 2, as additional time for grading and site development work would require additional dust suppression. Either alternative would likely decrease the amount allocated to PG&E and increase the amount allocated to LSPGC, as there would be a shorter 500kV line but a longer 230kV line. Alternative 4 is not expected to decrease the amount of water required. PG&E: Appears reasonable.

n/a	**DR-8: Waste Volume for Alternatives 1, 2, and 4** Would construction of Alternatives 1, 2, or 4 result in any difference in the volume of waste generated compared to the Proposed Project?	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.	LSPCG: Solid waste estimates are anticipated to be approximately 5% (2,890 cubic yards) greater for Alternative 1 and 10% (3,025 cubic yards) for Alternative 2, as additional time for Transmission installation may generate additional solid waste. Either alternative would likely decrease the amount allocated to PG&E and increase the amount allocated to LSPGC, as there would be a shorter 500kV line but a longer 230kV line. Alternative 4 is not expected to decrease the amount of solid waste. PG&E: Appears reasonable.

Figure 1 Alternative 1



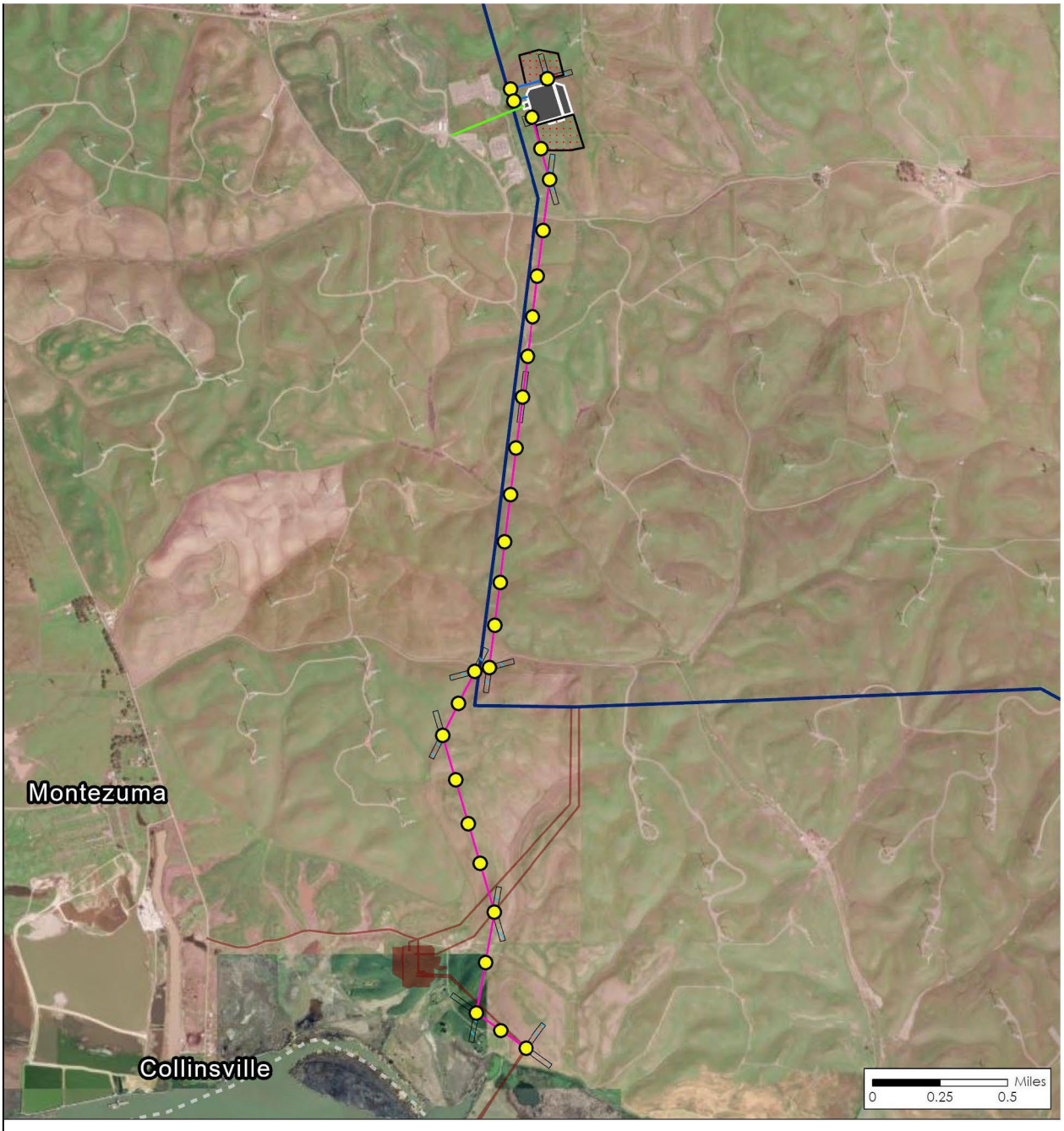
Legend

Scale = 1:24,000
Created: 5/30/2025

- Transmission Structures
- 230kV Transmission Line (Overhead Segment)
- SO0kV Interconnection Lines
- 12 kV Distribution Line
- Alternative Collinsville Substation Site
- Structure Work Area
- Pull Site
- Staging Area
- Proposed Collinsville Substation Site
- Proposed Alignments
- Existing PG&E Vaca Dixon-Tesla 500 kV Transmission Line

PANORAMA

Figure 2 Alternative 2



Legend

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- Transmission Structures
- 230kV Transmission Line (Overhead Segment)
- 500kV Interconnection Lines
- 12 kV Distribution Line
- Alternative Collinsville Substation Site
- Structure Work Area
- Pull Site
- Staging Area
- Existing PG&E Vaca Dixon-Tesla 500 kV Transmission Line
- Proposed Alignments
- Proposed Collinsville Substation Site

PANORAMA

Table 1 – Alternative 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	11,095 feet	36 feet	399,436 square feet
New permanent access roads	Limited to the new gravel for the proposed LSPGC Collinsville Substation	421 feet	20 feet	8,428 square 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	19,890 feet	16 feet	318,243 square feet

Table 1 – Alternative 2

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	N/A	36 feet	N/A
New permanent access roads	Limited to the new gravel for the proposed LSPGC Collinsville Substation	860 feet	20 feet	17,193 square 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	13,517 feet	16 feet	216,268 square feet

Table 1 – Alternative 4

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	3,170 feet	36 feet	114,115 square feet
New permanent access roads	Limited to the new gravel for the proposed LSPGC Collinsville Substation	N/A	20 feet	N/A
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	1,346 feet	16 feet	21,543 Square feet